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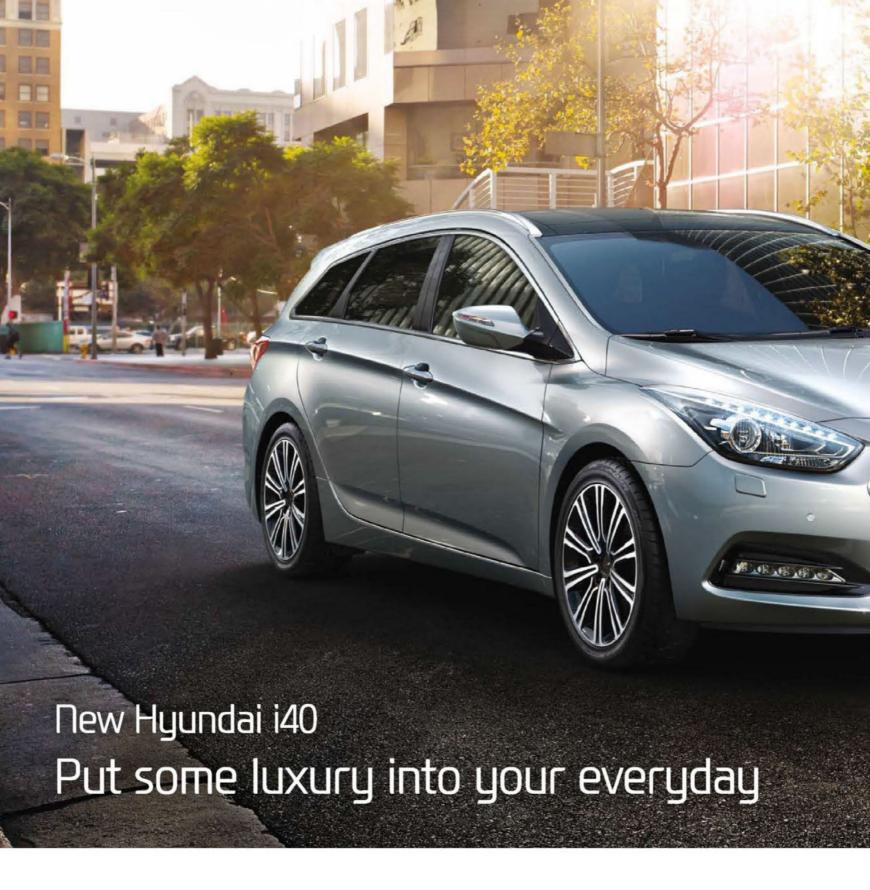
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CRÉATIVE TECHNOLOGIE





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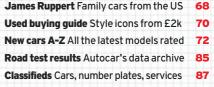
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That the Mercedes-AMG GT feels blisteringly fast is, of course, assured'

Matt Saunders, p52



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62 Audi TT: coupé out, roadster in







Why 'Ring lap times still have their place

THE KOENIGSEGG ONE:1, driven on p36 as one of the stars of our special performance-themed issue, has a twin-turbo 5.0-litre V8 that produces 1341bhp, a top speed of 273mph and a 0-186-0mph time of just 17.95sec. An impressive set of numbers, then, but how best to explain how they translate to the way a car drives? Step forward those infamous lap times around the Nürburgring.

Enthusiasts may roll their eyes at the obsession with the 'Ring, but as the One:1's creator, Christian von Koenigsegg, says: "It is how you prove yourself in this part of the market."

However, no one can set times at present after speed limits were imposed following a fatal accident. Koenigsegg has for now lost out on the publicity this brings, particularly to the younger audience whose knowledge of cars may only extend to the Nürburging track they've mastered on the PlayStation.

We hear a compromise might be in the offing to allow



'Ring records again, which would be very welcome. Anything that gets people talking about cars like these – particularly that younger audience whose interest in them is waning should be celebrated.

MARK TISSHAW DIGITAL EDITOR

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THIS WEEK

Issue 6161 | Volume 285 | No 4

Established 1895

AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

Audi R8

We drive Audi's second-generation supercar



DRIVE

Cadillac CTS-V

US-built, 640bhp BMW M5 rival driven



DRIVE

Seat Leon Sub8 Hot hatch gets £4200 performance pack





Hilton Holloway

Discovering our Ferrari FF's practical side



Nigel Donnelly

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THIS WEEK

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Ferrari raises bar with 660bhp 488 Spider



he 488 Spider is the most powerful midengined convertible that Ferrari has yet made. Its turbocharged V8 engine delivers 660bhp at 8000rpm.

The Spider uses a similar folding hard-top to that of its predecessor, the 458 Spider. Ferrari says the hard-top is 25kg lighter than a cloth roof and takes just 14 seconds to fold up or down. When folded down, the roof lies flat on top of the engine.

Despite the removal of a fixed roof, the 488 Spider is

claimed by Ferrari to have the same torsional rigidity as the 488 GTB, thanks to its spaceframe chassis. It is made of 11 different aluminium alloys in conjunction with other metals, such as magnesium. These gains have led to a claimed 23% improvement in chassis rigidity compared with the 458 Spider.

The 488 Spider is marginally heavier than the 488 GTB. With a 1420kg dry weight when fitted with optional lightweight equipment, the open-topped 488 is only 50kg heavier than

the coupé and is 10kg lighter than the 458 Spider.

The 488 is the most aerodynamic drop-top that Ferrari has made and has several major visual changes from the coupé. The most notable ones are the large flying buttresses, which sit behind the two seats. They are designed to send airflow to the engine cover and into the air intakes.

The rear spoiler, which channels air through a gap on the rear lip, remains unchanged from the coupé. The Spider also gets the GTB's adjustable rear diffuser, which varies its position depending on speed and throttle input.

To improve in-cabin comfort, the 488 Spider has an adjustable rear wind stopper in the form of an electric glass window. It can be placed in three different positions to increase protection as desired. It can also be dropped while the roof is in place to increase the sound of the engine in the cabin even in poor weather conditions.

Ferrari has tweaked the 488's suspension for the Spider, increasing compliance to make it a little more comfortable than the GTB, because Ferrari reckons the convertible model is more likely to be used on the road than on circuits. The exhaust noise has also been slightly detuned, so the noise at speed is less overpowering with the roof off.

The engine itself is identical to that of the GTB and gives the Spider the same claimed 0-62mph time of 3.0sec, although 0-124mph takes marginally longer, at 8.7sec to the fixed-head car's 8.4sec.

The top speed is 203mph. Fuel economy and CO₂ emissions are unchanged from the GTB's, though, at a combined 24.8mpg and 260g/km.

Pricing has not yet been confirmed and is likely to be revealed in September at the Frankfurt motor show, where the car will make its official public debut. However, it is expected to follow a similar pricing pattern to the 458 Italia and Spider, with the convertible 488 model attracting a £20,000 premium over the coupé. With the coupé starting at £183,974, a price of between £200,000 and £205,000 is most likely.

The Spider is set to come with the same equipment and options as the GTB. Righthand-drive cars are due to go on sale in late spring next year.

TOM WEBSTER

The 488 Spider's claimed 0-62mph time of 3.0sec is identical to the GTB's







Two-seat cabin can be open or enclosed in 14sec; electrically adjustable rear screen is a wind deflector



Ferrari to be listed on New York exchange

FIAT CHRYSLER Automobiles (FCA) has officially applied to have Ferrari listed on the New York Stock Exchange.

FCA plans to sell around 10% of the supercar maker to investors. Another 10% of what will be called Ferrari NV will remain in the ownership of Piero Ferrari, son of Enzo Ferrari. The remaining 80% of shares in the company will be distributed to existing FCA shareholders.

Earlier this month,
FCA boss Sergio Marchionne
said he expected Ferrari to
be valued at more than
£7 billion. Such a figure
would mean that Ferrari

represented 60% of the whole value of FCA.

If the market eventually values Ferrari NV at around £8bn, it would mean FCA would raise £800m in cash from share sales and distribute around £6.4bn in value to FCA shareholders.

This distribution of Ferrari shares should help FCA to raise fresh funds from shareholders. These funds are expected to be partly invested in future new Alfa Romeo models.

During the next three years, Alfa Romeo is being relaunched with eight new models, which, Marchionne hopes, will attract premium profit margins.



New RS4 tipped to pack

High-performance version of new Audi A4 will get turbo V6 power; saloon version to make comeback

he latest version of the Audi RS4 will go on sale as early as next year and will be available once again as a saloon, as well as an estate.

A 2016 launch means the RS4 will join the range much sooner than previous iterations of the performance-focused A4. The current generation of the A4 didn't get an RS4 version until 2012,

even though the standard car went on sale in 2008.

However, Horst Glaser, Audi's head of chassis development, said demand has brought the next generation of RS4 forwards. "Our customers want the RS version earlier in the product lifecycle while the car is still new," he said.

Although there are no confirmed details about

the new RS4's engine, it is expected to be an all-new turbocharged V6 petrol unit. By contrast, the outgoing RS4 uses a 444bhp naturally aspirated 4.2-litre V8. The next generation is set to significantly improve on this power output, though, despite being a 3.0-litre unit.

The new engine is likely to offer in the region of

500bhp. For comparison, the current BMW M3 has 425bhp and the Mercedes-AMG C63 offers 469bhp, or 503bhp in C63 S quise.

The outgoing RS4 is offered as an Avant estate only, but this will change for the next generation. The decision to offer a saloon version of the RS4 has been driven by markets such as China and

the US, where there is more demand for the four-door model. The Avant will continue to be sold and it is likely that both will be offered in the UK.

Elsewhere in the A4 range, Audi is promising a 1.6-litre diesel engine that will essentially be a micro-hybrid, with a large, 48V battery powering the turbocharger. The engine itself is also used



Audi's Juke rival due in 2016

THE UPCOMING AUDI Q1 will make its world debut at the Geneva show next March and go on sale soon after.

The Q1 is set to be priced from around £20,000 and compete with the likes of the Mini Countryman, Renault Captur and Nissan Juke. It's based on a shortened version of Volkswagen Group's MQB platform.

Although this test mule's camouflage covers up much of the car's styling, it's known that Audi design boss Marc Lichte will give the Q1 similar styling traits to the larger

Q7, including that car's front grille and bumper design.

A small lip spoiler can be seen at the rear, in a design nod to the smaller A1 supermini. The Q1 was first previewed by the Crosslane Coupé concept in 2012.

Powering the Q1 will be a range of petrol and diesel engines that are also used in the A1. These are set to include 1.0-litre and 1.4-litre petrol units and a 1.6-litre diesel. A hybrid e-tron variant, using the same powertrain as the A3 e-tron, also can't be ruled out.

Transmission options will include a standard six-speed manual and the Volkswagen Group's new 10-speed DSG dual-clutch automatic.

Although natively frontwheel drive, the Q1 will be offered with quattro all-wheel drive as an option.

Audi is pitching the Q1 at a younger generation of buyers who want a premium alternative to the established crossovers and baby SUVs already on sale. The Q1 will be crucial in helping Audi to grow its SUV sales to 35% of its total sales volume by 2020.



in the Volkswagen Passat Bluemotion, where it emits 95g/km. However, Ulrich Hackenberg, Audi's board member for technical development, said: "I want to do this because it's an easy way to reduce CO2 emissions."

It is reckoned to cut CO2 by up to 13g/km, so it should drop the A4's emissions as low as 82g/km.

However, the four-cylinder ACT petrol engines, which use cylinder-on-demand technology to save fuel, will not be offered, because Audi reckons they work better in smaller cars like the A1 and A3. Audi is also not planning to offer an electric e-tron or a three-cylinder version for the foreseeable future. **TOM WEBSTER**

Audi and Porsche to work together on new V6 and V8 engines

AUDI HAS ENTERED a joint engineering programme with Volkswagen Group sister company Porsche to develop a new range of turbocharged V6 and V8 petrol engines, Autocar can reveal.

The engines are based around a common 90deg architecture and are planned to feature a common 500cc individual cylinder capacity, giving the new V6 an overall displacement of 3.0 litres and the new V8 4.0 litres.

Set to replace Audi's

and Porsche's current V6 and V8 petrol units, the engines will feature gasdriven turbochargers in the first stage of production. However, insiders have hinted that electric turbocharging may be introduced at a later date.

Tolerances built into the architecture of the new engines will allow them to be scaled in capacity, according to sources. It is suggested that Audi may introduce an entry-level 2.5-litre

version of the V6 fitted with the same Atkinson-cycle combustion process, as seen on the company's new 2.0-litre petrol engine in the A42.0 TFSI Ultra.

The new family of V6 and V8 engines, which go under the internal codename KoVoMo (a play on the German words Konzern Vee Otto Motoren), are destined to appear in future Audi, Porsche, Bentley, Volkswagen and possibly Lamborghini models.



New Q5 set to raise stakes in mid-size SUV battle

AUDI IS TAKING fresh aim at the BMW X3, Volvo XC60 and new Mercedes-Benz GLC with an all-new Q5.

Shown here testing in heavily disguised prototype form for the first time, the new mid-size SUV is expected to be unveiled shortly before the start of UK sales in the final quarter of next year. It will feature a contemporary new look and a high-quality interior with the latest connectivity functions.

There will also be new model variants, including a frugal plug-in hybrid and, later on, a performance-led RS Q5.

The new SUV remains

similar in size to the existing model, with a length of around 4700mm, width of 1950mm and height of 1650mm. A moderate increase in wheelbase, which currently stretches to 2810mm, promises added cabin space. most notably in the rear, where officials suggest the 2016 model benefits from additional leg and shoulder room. Boot capacity is also said to have increased beyond the 540 litres of today's Q5.

Prominent wheel arch flares and large wheel houses are evident on the test car, despite the disguise. As with the original model, it appears

to feature a clamshell-style one-piece tailgate with integrated tail-lights.

Inside, there is a highly contemporary dashboard similar in look to that first unveiled on the current TT and continued with mild changes on the latest Q7 and new A4.

The new Q5 will be sold with a range of four-cylinder and V6 petrol and diesel engines from the outset of sales. Combined with a claimed aerodynamic drag of less than 0.30 and a significant lowering in mechanical drag, they are said to provide fuel economy savings of up to 15% compared with the current Q5.





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new Tesla Roadster will be launched in 2019, with company boss Elon Musk hinting at a 0-60mph acceleration time that's almost certain to eclipse that of the latest generation of hypercars such as the Porsche 918 Spyder, McLaren P1 and LaFerrari.

Talking about the launch of a new high-performance 'Ludicrous' mode for the

Model S P85 D that raises the electric saloon's maximum amperage from 1300A to 1500A and gives it an official 0-60mph time of 2.8sec, Musk said: "There is only one thing beyond Ludicrous, but that speed is reserved for the next-generation Roadster in four years' time."

Autocar tested the P1's 0-60mph time at 2.8sec, while the Porsche 918 Spyder's

time was tested at 2.6sec. Ferrari claims that LaFerrari's 0-62mph time is 2.6sec.

The new Roadster is expected to be based on a shortened version of the platform used by the Model S.

The first-generation Roadster was based around the Lotus Elise and was first revealed in 2006. It was sold from 2008 to 2012.

Meanwhile, Musk revealed

upgrades to battery performance for the Model S 85kWh model, taking it to 90kWh. Musk said the car now has enough battery power to cover 300 miles at 65mph. He claimed that Tesla expects to find 5% battery range improvements per year for the foreseeable future. A cheaper Model S 70kWh was announced, too.

In addition, it was confirmed

that the Model X SUV will go on sale in the next few months and that it will get the Ludicrous mode option. He estimated the Model X's 0-60mph performance to be around 3.3sec, making it the quickest manufacturer-sold SUV.

On the subject of the BMW 3 Series-rivalling Tesla Model 3, Musk confirmed that it will go on sale within three years.

JIM HOLDER

Jag's electric F-Pace set for Austrian production

JAGUAR LAND ROVER'S deal with Magna Steyr to build cars in Austria is strongly tipped to include the production of the firm's first all-electric vehicles.

In common with most car manufacturers, JLR must drastically reduce its average CO₂ emissions by 2020 if it is to avoid hefty European Union fines. As a result, the company must start selling electric vehicles.

An electric version of the

upcoming Jaguar F-Pace SUV is tipped to be the first, but a wider spread of JLR vehicles is set to follow.

JLR's public electric projects have so far been confined to tests with Land **Rover Defender and Range** Rover Evoque products, conducted as part of government schemes and co-funded with industry partners. However, as long ago as 2009 Jaguar created the Limo-Green XJ hybrid

project, while in recent months numerous Jaguars have been spied running on electric power. However, they have chiefly been XJs.

Jaguar is said to have settled on contract manufacturing through Magna Steyr so as not to disrupt its mainstream manufacturing. Other lowvolume projects said to be under consideration for the Austrian factory include the Evoque convertible.



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IT'S STILL AN EVOQUE CLONE

The LandWind X7, a much-criticised Range Rover Evoque clone, has been revealed in its final form before going on sale in China next month. The X7 has been the subject of a dispute between Jaquar Land Rover and LandWind.







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New small Volvos taking shape

Volvo and parent company Geely set up a new development centre for future Ford Focus-sized models

ork on a new family of baby Volvos is under way following the opening of the new China Euro Vehicle Technology (CEVT) operation in Sweden.

It describes itself as an "engineering and development centre for future C-segment cars, addressing the needs of Volvo Cars and Geely Auto".

Based in Gothenburg, CEVT is owned by Volvo's parent company, Zhejiang Geely Holding Group.

The CEO of the new company is Mats Fagerhag, who was the lead engineer for the defunct Phoenix platform, which was intended to underpin a new family of Saabs.

CEVT says the new facility will be capable of engineering

a whole vehicle, including the underlying architecture, powertrain and transmission, upper body engineering and exterior design.

This new C-segment architecture will be used for new Geely models - including models that will be sold in Europe - and the replacement for the Volvo V40 and the proposed XC40 compact SUV.

Because these vehicles will span a wide price and content range, the architecture will use an unusual philosophy based around 'common interfaces'.

The technique was pioneered by truck maker Scania, which was also advising Fagerhag on the technique when he was developing Phoenix.

CEVT calls this technique "modular technology". Firstly, the base structure will be scalable in its length, width, height, wheelbase and wheel size. Secondly, in order to build cars at widely differing price points, whole modules can be produced to meet "different performance steps".

For example, a front-end module (which includes the front suspension and steering system) that can be specified with "different performance levels for handling, noise and vibrations" will be developed for the platform.

Another example is the way the new heating and ventilation system will be developed. The new climate control system will be

technologically scalable so that it can be produced in manual and automatic versions, with one or several temperature zones as well as having different levels of air quality filters.

The CEVT plan should allow a wide range of model types to be constructed from this modular toolkit. It should also make it quicker and easier to add new technology to the base architecture, as well as developing new model variants.

According to the jobs currently available at CEVT, a hybrid powertrain will be part of the new architecture, as well as mechanical all-wheel drive.

It seems likely that the

hybrid will use an electrified rear axle, a technology that Fagerhag was working on for the Phoenix project.

Volvo has already announced that this new vehicle architecture will be used for the successor to the V40, which is currently based on a modified Ford EUCD platform. It will also spawn an XC40 compact SUV.

Geely has yet to say which type of vehicles it will produce using this architecture, but they will be aimed at both the European and Chinese domestic markets.

Any new models are likely to be at least two and a half years away from appearing in showrooms. **HILTON HOLLOWAY**

Flagship Volvo S90 saloon set for late 2015 debut

VOLVO'S ALL-NEW S90 executive saloon is in the final stages of testing ahead of an expected launch later this year.

The replacement for the S80 will be joined by an estate version, badged V90, some time next year.



The S90 is based on the same SPA structure as the new XC90, and the engine line-up will echo that of the SUV.

Volvo UK boss Nick Connor said earlier this year the S90 would continue to take the firm down an independent path. "Volvo now has the selfconfidence to go its own way," he said. "We have no interest in copying the German brands.

"There is no point in trying to outhandle the BMW 3 Series or whatever. We have our own values around exterior and interior design, safety, comfort and powertrain

advancements that stand out for their own qualities.

"The S90 clearly demonstrates the transition we are going through. I actually think people will be even more surprised when they see it than they were when they saw the new XC90. It really is quite impactful - a car that your eye just keeps getting drawn to.

"The design and dimensions make it a far more premiumlooking car than the S80. The interior is an evolution of the XC90's, but a step up again, and it has a real distinction about it.'





Toyota's bold Qashqai rival

C-HR concept's radical looks will become reality when Toyota's new crossover is launched next year

oyota's Nissan Qashqai rival is set to go on sale early next year and will stick close to the C-HR concept's polarising looks in a bid to break into the hotly contested category.

The C-HR was revealed at last year's Paris motor show. It was distinguished by its heavily flared wheel arches, angular haunches and 'floating' rear light clusters, all of which gave it a notably broad stance.

Potential customers are said to have favoured the

concept's looks over more traditional interpretations of crossover themes.

The C-HR's looks were created in response to a demand from company boss Akio Toyoda for Toyota's designers to be more adventurous. Recent designs for Lexus, Toyota's luxury brand, have shown the initial response to that demand.

The new crossover is expected to be revealed at the Geneva motor show next March. It is based on the Toyota New Global Architecture, the firm's equivalent of Volkswagen's MQB platform.

Toyota's architecture has been designed to underpin everything from compact to large vehicles in front, rear and all-wheel drive configurations. By 2020, around half of all Toyotas will be based on the platform, with the next-generation Prius kick-starting use of the technology (see separate story, right).

One of the most significant benefits of the platform

structure is that it allows greatly enhanced interior space. The C-HR concept was said to have the interior space of a Qashqai despite having slightly smaller dimensions.

Toyota has also launched a move to upgrade the quality and functionality of its interiors, and this is set to be accelerated as new-generation cars come on stream.

Rumours suggest the crossover could be called Auris Cross, although there has been no official confirmation of this. It was first spied testing in Germany around 18 months ago and is expected to sit above the RAV4 in Toyota's line-up.

New Toyota UK president
Paul van der Burgh declined to
comment on specific launch
plans but said: "The high growth
rate of sales of that sort of
vehicle would be very good for
us. The concept was excellent
and the styling in particular
stood out. If such a product
were to launch, I'm confident
it could be a best seller."

JIM HOLDER

New LS tipped to mark Lexus's 25th anniversary

A NEW LEXUS LS flagship saloon could be revealed at this year's Tokyo motor show, as the firm looks to celebrate 25 years of sales with a landmark launch.

The new LS – a rival to the Audi A8, BMW 7 Series and Mercedes-Benz S-Class – is eagerly anticipated because it would act as a technology showpiece for the entire Lexus and Toyota ranges, highlighting developments that are dripfeed through to future cars. Unconfirmed reports

suggest that the new rangetopping saloon from Toyota's luxury brand will be powered by a V8 hybrid powertrain developing around 535bhp.

A V8-powered LS, without the hybrid system, is tipped to develop around 465bhp.

Lexus's first car, the
LS400, was launched in late
1989 after being revealed
at that year's Detroit motor
show. It was reputed to
have cost a billion dollars
to develop and set new
standards of refinement
for luxury saloons.







New TNGA tech will underpin about half of all Toyotas sold by 2020

Prius first to get high-tech platform

Toyota Prius will kick-start the use of a new modular platform technology, called Toyota New Global Architecture, when it is revealed at the Frankfurt motor show later this year.

Development of the fourthgeneration Prius has been conducted under a shroud of secrecy. Speculation has focused on developments to the hybrid powertrain that could result in it achieving an official 90mpg, with CO2 emissions of around 70g/km.

Sources suggest the car will be up to 100kg lighter than the current model, thanks to the new platform structure and the use of a smaller inverter and electric motor. It is expected to have

a modified version of today's 1.8-litre petrol engine.

It is not clear if the Prius will continue to use nickel metal hydride (NiMH) batteries or switch to lithium ion. Toyota has announced plans to ramp up lithium use, but the speculation is that the car may be launched with the tested NiMH technology. The entire hybrid powertrain is also expected to be used in the next generation of the Lexus CT200h.

Although cars spotted testing have been heavily disguised, insiders have hinted that the new Prius will use some styling cues from the hydrogen-powered Tovota Mirai, as Tovota bids to create a coherent look for its low-emissions vehicles.

Central London forges ahead with plans to reduce pollution

LONDON MAYOR BORIS Johnson has unveiled details of the Ultra Low Emissions Zone (ULEZ), which will go live in the centre of the capital on 7 September 2020. The ULEZ scheme - which covers the same area as the congestion charge zone - will require all cars, motorcycles, vans, minibuses, coaches and heavy goods vehicles to meet minimum emissions and pollution standards as part of a bid to improve air quality.

From 2020, only Euro 6-rated diesel vehicles will be allowed into the ULEZ area without charge. Cars, vans and minibuses that are not Euro 6-rated can pay a £12.50 daily charge on top of the congestion charge, which currently costs £11.50 a day.

Transport for London (TfL) says HGVs, buses and coaches that don't comply will be charged £100 on top of the daily congestion charge.

The new rules are less onerous for petrol-engined vehicles. Cars, vans and minibuses that meet Euro 4 emissions regulations will be allowed into the ULEZ without extra charge.



TfL says its own bus fleet operating inside the zone will use 3000 hybrid double-deckers and 300 zero-emissions singledeckers, powered by either batteries or hydrogen.

From 1 January 2018, all newly licensed taxis must be "zero-emissions capable", with a minimum zero-emissions range of 30 miles and a CO₂ rating of less than 50g/km.

TfL also says it will have installed a rapid-charging network to support the new cabs by 2018.

From the same date, all newly licensed private hire vehicles will also have to be zero-emissions capable. TfL says vehicles should be rated at either less than 50g/km of CO2 with a 10-mile zeroemissions range, or between 50g/km and 75g/km of CO_2 and with a 20-mile minimum zero-emissions range.

Vehicles built before 1 January 1973 will be exempt from the ULEZ charges, meaning classic and vintage car events like the London to Brighton Run will be safe.



HILTON HOLLOWAY

How GPS could cut emissions in the worst areas

EVER HEARD OF geo-fencing? I'm not sure I had until I saw the presentation by Transport for London. TfL wants to use geo-fencing - GPS that identifies virtual borders or boundaries - on its hybrid buses so that the vehicles

switch to battery-only running on the most polluted streets of the capital.

It's such an obviously clever idea that I can see why the likes of BMW and Volkswagen are convinced that plug-in hybrids such as the Passat GTE and 2 Series

Active Tourer are the cars of the low-emissions and lowpollution future.

Being able to switch to the battery pack on the most polluted roads and then back to a frugal petrol engine is the practical solution, more so than a pure EV with a limited range.

For my own commute. I could use EV mode for the first three miles, on the crowded main roads of south-west London. Once on the A3 in flowing traffic. I could switch back to the internal combustion engine - and then back to EV mode for squeezing through Kingston upon Thames.

Restricting EV running to the most polluted streets potentially offers days of EV capability from a 30-minute fast charge at, say, the local 'fuel' station.





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Modes shown - NEW MG6 DT: TECHTL in Passon Red at £17,995. MG3 3FORM SPORT in Stack on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extra. On the road price of £8,399 applies to the MG3 3TIME with no optional extra. On the road price of £13,995 applies to the MG3 5C on the road graphics packages. Fuel consumption: values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. "Conditional Sale 0% APR representative insulable on selected New MG3 and New MG6 models until 1st October 2015. A minimum deposit of 50% of the cash OTR price applies Finance by MG Financial. are to be used as a guide for comparative purposes and may not be representative of actual driving Services, a trading style of GMAC UK pic, PO Box 6666, Cardiff CF15 7YT, subject to status, available fity and terms and conditions. Applicants must be aged 18 or over at participating cleaters. Please see your local dealer for details. Full details also available at ww

OFFICIAL PICTURE Infiniti Q30 guns for Golf

All-new Sunderland-built premium hatchback is set to go on sale early next year

Is this Infiniti's breakthrough?

he production version of the Infiniti Q30 hatchback has been revealed ahead of its world debut at the Frankfurt motor show in September.

Infiniti has kept the final version of its all-new five-door Volkswagen Golf rival close to the concept car, which was first shown at the Frankfurt motor show in 2013. It has been described as "category breaking" and is officially referred to as an "active compact" car.

. The company claims the Q30 will offer one of the most dynamic drives in its class, having been honed during testing in Europe. The car will be built at the Nissan/Infiniti plant in Sunderland. Orders will be taken after the Q30 makes its public debut at the Frankfurt show, but deliveries will not start until early next year.

More information on the on 1 September, but it is described as featuring crafted

car's cabin is due to be revealed trims and expressive interiors.

Q30 interior will feature 'crafted trims'

The Q30 will be the Nissanowned brand's first model to be built in Europe. The Sunderland plant has a new body shop and a larger trim and chassis assembly line after a £250 million investment by Nissan.

The Q30 is based on the same underpinnings as the current Mercedes-Benz A-Class and is set to share several elements with that car, possibly including its petrol and diesel engines.

Later in the Q30's lifecycle, by around 2016-2017, a high-performance version is expected to arrive to top off the range.

Details of this Q30 powertrain are scarce, but one possibility for the performance model is to use a high-output version of Infiniti's new 208bhp turbocharged 2.0-litre petrol engine, just launched in the Q50 saloon. Performance versions of rival engines are producing around 300bhp from a similar capacity. The rapid Q30 – which could

feature the Eau Rouge name used on the concept – is expected

high-performance Q50 to sit on a lowered chassis that will drop the high-riding Q30 closer to the road in a bid to improve handling. **TOM WEBSTER**

INFINITI ENJOYS A successful and growing reputation in some parts of the world. It announced its best sales figures yet in the first half of this year, with 103,500 cars sold globally. That may be small compared with some manufacturers, but it is a sign that the company is going in the right direction.

TOM WEBSTER

Although UK sales are up 169% in the first half of 2015, year on year, Infiniti sold only 609 cars in that time, so the numbers are still small. This is a long way short of Audi's 86,009 sales in the same period.

However, Infiniti is determined that the Q30 will make a difference, and parent company Nissan has made a £250 million investment in its plant in Sunderland, an expansion that creates 300 new jobs.

The QX30, an Audi Q3 rival, will join the range before long. The Q30 and QX30 are set to be exported from Sunderland around the world, including to China and North America. This is good news for Sunderland, but Infiniti president Roland Krüger and fellow bosses will want sales success in the UK, too.



THIS WEEK

HYUNDAI EXPECTS TO sell around 300 Genesis saloons in Europe this year. European boss Thomas Schmid says the car - a rival for the likes of the Mercedes-Benz E-Class - was put on sale to show Hyundai's technological prowess, not grow volume. "You have to start somewhere, and the Genesis is a great way of showcasing technology that will eventually spread across our range," he said.

AN M VERSION of the new BMW 7 Series could be launched in the future, but only if there is enough demand. M officials remain unconvinced that there is a big enough market for a hardcore version of the luxury saloon. "The M7 is one thing we are looking into," M boss Frank van Meel said.



FERRARI WELCOMES competition from supercar makers such as McLaren as a way of ensuring its own cars get better. "It's better to have competition," said commercial chief Enrico Galliera. "It boosts creativity to do better again and stay on top."

DS BOSS YVES Bonnefont predicts that the number of niche models will shrink in the coming years. "The complexity is too much. Each new body shape needs its own marketing spend, it needs the salesmen training to sell it and it must compete with other cars in the range," said Bonnefont, who plans a six-car line up for DS by 2020.

AUDI HAS INVESTED in an Irish company that produces 'white-label SIM cards'. This is seen as the next step in breaking down connectivity barriers between countries because the car buyer is not tied to a contract with a particular phone network.

MERC SL TO GET GT-STYLE NOSE

The Mercedes-Benz SL will receive a range of technical and styling upgrades in 2016. This test car's camouflage hides a redesigned front bumper and grille, which brings the SL in line with other current Mercedes, in particular the GT.



TOYOTA MIRAI TO BE RARE IN UK

Just 11 Toyota Mirais will initially come to the UK, for fleet customers to assess. Up to 50 of the hydrogen fuel cell cars will then be imported next year. The company says it's aiming to learn and needs the hydrogen infrastructure to grow.





he new Renault Alpine
is on course for a launch
towards the end of next
year at a price of around
£50,000. Latest images show
the car testing and reveal its
interior for the first time.

The new French sports car will become a halo model for Renault, as well as kick-starting the revitalised Alpine brand.

The latest Alpine test mule, pictured here, wears modified Lotus Exige bodywork. It also features an electrical cut-off switch located where the Exige's fuel filler cap would normally be. This has led to speculation suggesting that the

Alpine sports car could feature a hybrid powertrain.

Such a notion is conceivable, because Renault is known to be working on a new generation of hybrid powertrains based on last year's Eolab concept. Mating a conventional petrol engine to an electric motor would allow Renault to cut down on CO₂ emissions while also boosting performance.

However, the current thinking is that Renault will use the 2.0-litre four-cylinder petrol engine from the Renaultsport Mégane to power the sports car's rear wheels. That engine is capable

of producing 271bhp in the Mégane 275 Trophy, eclipsing the 250bhp target that Renault officials had previously set for the Alpine.

Renault has previously said the new model will stick to Alpine's tradition of modest power output with light weight. The new model is set to weigh around 1100kg.

These pictures confirm for the first time that the new Alpine will come with a dualclutch automatic transmission and not a conventional manual. Buttons for drive and neutral modes can be seen on the centre console of this test mule. Steering columnmounted paddle shifters are also visible.

The latest spy images also provide our first look at the new car's interior, which features a digital dashboard. In a move that echoes Audi's approach with the new TT, Renault appears to be trialling an entirely digital-based system that removes the need for both traditional analogue dials and a separate screen for infotainment, thereby cutting down on production costs.

The styling of the new sports car – described as being the

spiritual successor to Alpine's iconic A110 – was previewed by the Alpine Celebration concept, first seen at the Le Mans 24 Hours in June.

The design of the Celebration concept, which was officially revealed to celebrate 60 years of the brand, is said to be very close to the production-spec car's.

The new Alpine sits on an all-new platform. Test mules for the production car were spotted as far back as 2013, soon after Renault first previewed a return for Alpine with a concept car in 2012.

DARREN MOSS

PM IN ASTON MARTIN APPEAL

Prime minister David Cameron has appealed to Aston Martin to set up a new factory in Wales to build the upcoming DBX crossover, at a site currently owned by the MoD. However, Aston said: "No decision has been taken on a location."



'M4 GTS' AT PEBBLE BEACH

BMW will present two concept cars at the Pebble Beach Concours in August. One is set to preview the upcoming M4 GTS and the other will be an evolution of the 3.0 CSL Hommage concept, which was revealed in May.





Facelifted 911 details emerge

PORSCHE HAS GIVEN an official glimpse of the facelifted 2016 Porsche 911 coupé and cabriolet ahead of their public debut at the Frankfurt motor show in September, releasing this image of lightly disguised prototypes in testing.

Key changes include the adoption of a new turbocharged six-cylinder engine in place of the 911's traditional naturally aspirated flat six.

The new engine shares its architecture, including its individual cylinder volume, with the smaller turbo four-cylinder powerplant that Porsche boss Matthias Müller has said will go into the facelifted Boxster and Cayman next year.

In the facelifted 911 Carrera, the turbo flat six has a capacity of 3.0 litres and a claimed 365bhp at 6500rpm. The Carrera S has around 414bhp, with 369lb ft at just 1700rpm.

This gives a 0.4sec reduction in the 0-62mph time for the 911 Carrera, at 4.2sec. The 911 Carrera drops 0.5sec to 4.0sec with the optional seven-speed dual-clutch automatic 'box.

The new engines are claimed to deliver notably better fuel economy, too. Nothing is official, but the Carrera S is now said to average 37.7mpg.

A sound symposer, which directs the exhaust noise into the cabin, has been adopted to enhance the aural qualities of the 911's new turbocharged engine.

Latest test cars also show a new steering wheel-mounted driving mode control offering the choice of four settings. Similar to one in the 918 Spyder, it is among a myriad of detailed interior modifications.



Race-inspired Morgan

THE 2015 MORGAN AR Plus 4 is intended to commemorate 65 years of the Plus 4 and has been developed by AR Motorsport, the company's racing division.

It is powered by a 225bhp Cosworth engine and promises to be the most powerful 2.0-litre Morgan yet. It is expected to cover 0-60mph in around 6.0sec and it weighs just 900kg. This is the first time Morgan has used a Cosworth engine in one of its cars.

Morgan says it has also aimed to improve the car's road usability and added more insulation to reduce road and wind noise in the cabin.

It will cost from £54,995, and Morgan says it has taken several orders for the new model already.



Matt Prior



hen, in 2013, hackers Charlie Miller and Chris Valasek hardwired their laptops into a Ford Escape and a Toyota Prius and assumed control of the cars' electronic systems from the back seat while a $journalist from Wired\, magazine$ drove around a car park, some of the car industry raised an eyebrow about the potential for cars to be electronically hacked. But back then, the pair of them needed access to a diagnostic port, and - hey - who'd give that sort of access to a hacker?

So last week, while the same Wired reporter drove a Jeep around the outskirts of St Louis, the same hackers sat on a sofa 10 miles away and remotely gained control of the car's systems. Not just a few innocuous ones, such as the wipers or stereo, but ones like the engine, brakes and transmission.

So now everyone has raised an eyebrow and is wondering what the motor industry is

The hackers sat on a sofa 10 miles away and remotely gained control of the car's systems

going to do about a potentially catastrophic security flaw.

Cars are more connected and, electronically, more complex than ever. They've become that way innocently enough. As wiring looms for all of a car's features – ABS, hi-fi, lighting, engine, transmission and so on – became massively complicated, a bright spark at Bosch had the idea of sharing a common set of wiring, called a CAN bus, along which power and data info could be passed.

The CAN bus saves a lot of

wiring and therefore a lot of weight and money but means a car's electronic control units – of which a car might have dozens – are all effectively connected to each other.

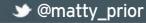
None of which would have been seen as a problem in the 1990s when CAN buses started being used, because no one would have thought you could sit in your pants on a sofa and gain malicious access to it.

But with increased internal complexity has come increased connectivity. So if, say, your stereo can stream from the web, or the diagnostics or the navigation or the multimedia system can talk to the outside world, that's a portal that's vulnerable to hackers. And if the ECUs for the ABS, the self-park steering system, the throttle or even the automatic gearbox are all loosely connected to that same portal, they're all fair game to a hacker.

The solution, of course, is that new security precautions will have to be reverse engineered into cars' electronics systems – systems that you probably didn't want or ask for in the first place but which have become ever more prevalent and for which you'll pick up the tab to make them more secure. Because although it's unlikely someone will want to take control of your car, the implications of not securing the system don't bear thinking about.



matt.prior@autocar.co.uk





A Week In Cars

Steve Cropley



SATURDAY

Spent a deeply enjoyable weekend driving the Toyota Auris Hybrid, a carthat escaped my notice until company bosses $invited\,the\,Steering\,Committee$ and me to a Cotswolds event to sample the firm's latest cars plus a collection of past greats. I've always liked Toyota's values (whenever I'm asked what car to buy, I say: "A Volkswagen Golf or any Toyota"), but I suddenly see that my unchanging picture of dependability is at odds with the progress recent models have made.

This latest Auris is better looking than a Focus and more distinguished than a Golf. Its perceived quality is up there with the best, while on the move it's one of those cars in which you forget to assess comfort, because there's plenty. (Maybe if I ruled the Toyota world, I'd relax the damper rates a bit.) The Prius/Auris accelerator gets rightly criticised for not responding as quickly as many, and the powertrain for having no poke to spare, but even this concern disappears once you 'get' the car. Its job is to deliver exceptional efficiency and frugality, so why blame it for not being a Nissan GT-R?

Pendine Sands was stacked. You couldn't move for enthusiasts and curious tourists

SUNDAY

Carefree morning reprising good Toyota times, first in a third-gen MR2 (the pretty one with no luggage space), then an early RAV4 (its sportiness has lessons for today's SUVs) and a rear-drive Corolla TwinCam (with roistering 1.6-litre engine and 7700rpm redline). You forget how forward-looking some Toyotas have been.

Finished with a near-silent trip through Cheltenham's suburbs in a 77,000-mile Mk1 Prius. It's not the most beautiful car, and the underdeveloped suspension is distinctly bouncy, but its powertrain is amazingly refined. You've got to admire $the \, vision\, of \, the \, company's$ management, which made a huge commitment to this technology when we road testers were moaning about hard dashboard plastics. Result? Seven million sales and counting. Now their successors are making comparisons between the Prius's rate of climb and that of hydrogen-powered Toyotas to come.

TUESDAY/ WEDNESDAY Perfect excuse for a 450-mile

round trip in the Ferrari FF: the National Motor Museum decided to celebrate the 90th anniversary of Sir Malcolm Campbell's 150mph land speed record at Pendine Sands by using the actual car, restored in their own workshops, to recreate the event. Arrived expecting an attendance of two men and a dog, but when it was time to run (4pm), the place was stacked. You couldn't move for enthusiasts and curious tourists. Driven by Campbell's grandson, Don Wales, the car looked and sounded wonderful - as did Brooklands' Napier-Railton, also along for the

MONDAY

Debate in the office about the government's plan to increase the period before which cars need annual MOTs from three years to four. There has been predictable whingeing from garage groups, but as the owner of a motley bunch of cars and bikes, I reckon it can only be good. Means our newish cars are easier to own and those that need annual titivation continue to get it. What's the problem?

drive. How great to see what might have been viewed as an old-world event become such a popular success.

Jules Bianchi: F1 has paid tribute

THURSDAY

Reading and watching coverage of the sad death of F1's Jules Bianchi, killed in a freak collision with a recovery vehicle during the Japanese Grand Prix last year, I'm struck by the quality and generosity of the comments from what at times can seem a cheap and tawdry sport. I never met Bianchi, but he seems to have been a fine young bloke. It's some small compensation, I suppose, that his demise has brought better safety procedures.

And another thing...

Funny what rings your bell. Having 'got religion' on electric cars and bikes, I'm now excited because a man is coming next week to survey our wiring. It's the first step to having a charge point fitted at home in the Cotswolds.





@StvCr



FIRST DRIVES

This week's new cars

Lotus Evora 400

22.7.15, Norfolk Hethel ups the Evora's ante with more power, less weight and a sharper chassis







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← exquisite feel before, is mounted lower in order to reduce bump steer, at the expense of some steering feel. Apparently that's important, because the Evora 400 has been given more toe-in, to make it more agile, and it would tramline too much if you didn't also reduce the bump steer.

Springs and dampers are firmer, because the performance has increased and Lotus would like to make the Evora a little harder-edged, so along with the power increase comes a Quaife-sourced mechanical limited-slip differential, to prevent excess power from being wafted away by a spinning inside wheel.

Tyres are now Michelin Pilot Super Sports, and although they have the

same dimensions at the front as before (235/35 ZR19s), they're wider by 10mm at the rear (now 285/30ZR20s), to increase traction.

Around Lotus's Hethel test track (once pockmarked like the bits of road your local council has ignored the longest but, post-Bahar, a worktop-smooth handling circuit), the Evora 400 is a claimed seven seconds faster than the Evora S and as fast as an Exige S, albeit, Lotus reckons, rather less tiring to drive than the latter.

It's easier to get in and out of, certainly. As well as the sill being lower and narrower, the Evora's door cards are thinner, so you've got a wider, lower gap to slide into. The

Springs and dampers are firmer, because Lotus would like to make the Evora a little harder-edged

lower sills make the new seats, each 3kg lighter than before, feel higher, even though they're not. They sit in the same position as before, in fact, skewing your legs towards the centre of the car despite an apparent increase in foot room.

Ergonomically, the Evora is improved, then, but still not perfect. The small steering wheel can be set high and close, though, with a pleasingly-topped gearlever sprouting from a narrow centre console that, likewise, feels sturdier and more nicely finished than before, if less solid than one comprising part of a steel monocoque.

You can now read the clear, white-on-black dials easily, while >





Dials are now easier to read, while the engine does its best work near the 7000rpm redline; brakes are by AP Racing, as before, but larger discs help to rein in the extra power





Addition of a charge cooler helps to boost the supercharged 3.5-litre V6's power by 50bhp; the Evora appears little changed from the outside, but its revisions are extensive

← the buttons, which have been moved from obscurity behind the steering wheel to somewhere more sensible, are considerably better finished. There's some decent stitching around, too, and – praise be – a more adjustable new heating and ventilation system that isn't irritatingly loud even when on its lowest blower setting.

Anyway, that's enough familiarisation. Thumb the starter button and – oh, hello – in comes a remarkably burbly exhaust, with a switchable bypass valve. The Evora has never made an unpleasant noise, but the new exhaust, with the right button pushed, finally

The Evora is a doddle to play with, whether nicely neutral at its limit or with the rear tyres on fire

makes the car as raucous as it always should have been.

Throttle response is still keen, and, thanks to forced induction by supercharger rather than turbocharger, there's no lag. The Evora 400 prefers to be revved hard, though. It spins to 7000rpm and does its best work beyond 4500rpm, despite the peak torque of 302lb ft arriving 1000rpm earlier than that and hanging around until 6500rpm.

The 400bhp peak appears right up by the redline, by which time the engine is making a fair old howl and the Evora is feeling every bit as quick as its 4.1sec 0-60mph time suggests. I guess you'd call that junior supercar pace these days. With a 186mph top speed, this is the fastest production Lotus yet made, and even though there are now hot hatchbacks with a power output approaching this, I wasn't left feeling short-changed.

In fact, I suspect the acceleration time would be more impressive were the Evora 400 not stymied but the perennial Lotus problem: the obtrusiveness of the gearshift that comes attached to the engine.

Be patient with shifts and it'll slot home fine. But try to pull through changes as quickly as you would in a manual Porsche Cayman and sometimes it'll baulk at the idea or, on occasion (say, if you're braking



and/or have some lateral loading on), be more stubborn still. The brake pedal's travel is long, too, making heel-and-toeing difficult, although the brakes themselves are superb.

To avoid both of those niggles, there's an automatic option – a six-speed torque converter unit – which is okay on the road and has well-spaced pedals for left-foot braking. But while it's relatively quick and responsive to shift, it lacks the sophistication of a great dual-clutch automatic unit. It does without a limited-slip differential, too.

It's a pity, because these things can get in the way of you enjoying the chassis – and if the Evora 400 has anything, it's a chassis. True, some of the ride quality has exited stage left as a result of stiffening the springs and dampers, but the Evora always had some to spare. This is a car that still rides remarkably well. Sure, on the road, if you brake while introducing another chassis input (say, pockmarked blacktop or speed ripples on the approach to a roundabout), there's some vibration through the steering column, but it's still remarkable. I think the Evora rides better than the keener versions of the Cayman and probably has a more alert turn-in, on a steering system that remains slick, well weighted and positive.

On a circuit, the Evora's limits are fairly mighty. Lotus claims a bit of downforce, but this isn't an aero



Lower, narrower sills improve access to an ergonomically enhanced and better-finished cabin. Gearshift is still flawed, though







car; it's just a very well set up road car that makes the most of its tyres. There's some pitch and roll, as you'd expect of a car with a compliant ride, but movements are well controlled. Drive it smoothly and it's slick and rewarding, nudging into understeer at the limit, but that can be countered by trailing the brakes or lifting off.

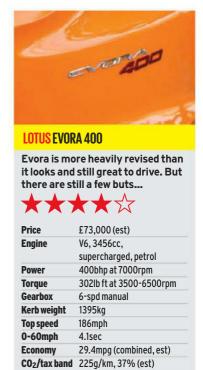
Be brutal with it below its limits and, because it 'only' has 400bhp and lots of mid-engined traction, it'll just wonder why you're trying to unsettle it. Drive it up to its limits, though, and then be assertive with the steering and throttle, and it'll do what you want: become neutral, or slip just a little, or hook up the diff and pitch itself a long way sideways.

Because the steering is powerassisted, the wheelbase is relatively long and the people who set up the car are talented, the Evora is a doddle to play around with, whether nicely neutral at its limit or with the rear tyres on fire. For a mid-engined car, it's remarkable.

The last time Autocar road tested an Evora, our cover line was 'World's best-handling car, but...'. Quite a lot has happened since then, and not just to the Lotus. Porsche has launched the latest Cayman (including the GT4) and the 911 GTS, for a start. So although the Evora has received some wholesale and remarkably significant changes, while having its price increased to the best part of £75,000, the competition hasn't exactly been idle, either.

The Evora 400 is, though, hugely improved. But the world's besthandling car? It's not a million miles away. And while there's still a 'but', this time it's smaller and has more to do with what comes out of Stuttgart than any inherent flaws with that which emerges from Hethel. That's progress.

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BENTLEY 4.0 T V8 » 690 BHP
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koda's all-new, third-generation Superb is intended to be a more comfortable, refined and cheaper car to run than its predecessor. In this quest, Skoda's new flagship model has adopted the Volkswagen Group's MQB platform and is up to 75kg lighter than the outgoing model, despite being 23mm longer and 47mm wider and having an 80mm longer wheelbase in the estate form driven here.

More immediately apparent is the sleeker design. Taking inspiration from the firm's Vision C concept car, the Superb now features a large honeycomb grille and more aggressive-looking headlights.

Skoda has armed the Superb with seven engine options – four petrol units and three diesels – from launch. With the exception of the 123bhp petrol 1.4 TSI, every engine can be paired with either a six-speed manual or seven-speed DSG dual-clutch automatic gearbox. The engines range in power output from the entry-level 118bhp 1.6-litre turbodiesel to the range-topping

276bhp 2.0 TSI that replaces the outgoing model's 3.6-litre normally aspirated V6.

Five trim levels are available: S, SE, SE Business, SE L Executive and the flagship Laurin & Klement. We're testing the 118bhp 1.6 TDI SE with a six-speed manual gearbox.

Despite being the entry point into oil-burning Superb ownership, the 1.6-litre diesel motor is both surprisingly refined and a decent performer. On cold start-up, there's minimal vibration through the pedals and into the cabin. There's still a gruffness to the engine below 1400rpm when pulling away, but it's no louder than its rivals under the same conditions.

Getting up to speed is no issue, either. The manual gearbox's shift has a relatively short throw and is nicely weighted and precise, and if you keep the engine spinning between 1400rpm and 3000rpm, it's possible to make decent progress. There's enough poke to get comfortably up to the national speed limit and cruise at just shy of

1900rpm in sixth, but when faced with slow-moving motorhomes and the like, you need to plan your overtaking well in advance.

Pushing the Skoda into a corner reveals considerable body lean, and the car's size does make itself known, but there's lots of grip and the steering, although fairly light in feel, is precise and consistent. It's engaging enough to encourage a bit of confidence, albeit not quite in the same league as a Ford Mondeo. On a fast, flowing A-road with deep undulations, the Superb takes a fraction longer to settle than you might want, but it's not what you'd call ruffled by any means.

The previous Superb was vast inside, but this new model takes cabin space up a notch. There's more than enough head and leg room in the front and rear, and load space for the estate has been increased by 85 litres to 1950 litres with the seats down. In their upright position, there's a 660-litre luggage area, which is even more than you get in a Mercedes-Benz E-Class Estate.

SE trim comes equipped with dual-zone air-con, Bluetooth, a multifunction steering wheel, a 5.0in touchscreen infotainment system, DAB radio, rear parking sensors and adaptive cruise control as standard. There's also the high perceived quality of materials and switchgear we've come to expect from Skoda.

The only fly in the ointment is the powertrain. In 1.6 TDI guise, you have to work the gearbox to keep it spinning in its sweet spot.

Its more powerful 2.0 TDI sibling in SE trim returns marginally better fuel economy on the combined cycle (68.9mpg) and is much more flexible and quicker, and all for just £500 more, at £23,290. The Mondeo estate offers a more involving drive, but the Superb trumps it when it comes to cabin space and ambience.

JOHN HOWELL

SKODA SUPERB 1.6 TDI SE ESTATE

Entry-level diesel variant is roomy and well equipped, but the more powerful models make more sense



Price £22,790 Engine 4 cyls,1598cc, turbodiesel Power 118bhp at 3500-4000rpm Torque 184lb ft at 1500-3250rpm Gearbox 6-spd manual Kerb weight 1485kg Top speed 127mph 0-62mph 11.0sec Economy 67.3mpg (combined) Co ₂ /tax band 109g/km, 19%		
Power 118bhp at 3500-4000rpm Torque 184lb ft at 1500-3250rpm Gearbox 6-spd manual Kerb weight 1485kg Top speed 127mph 0-62mph 11.0sec Economy 67.3mpg (combined)	Price	£22,790
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Kerb weight 1485kg Top speed 127mph 0-62mph 11.0sec Economy 67.3mpg (combined)	Torque	184lb ft at 1500-3250rpm
Top speed 127mph 0-62mph 11.0sec Economy 67.3mpg (combined)	Gearbox	6-spd manual
0-62mph 11.0sec Economy 67.3mpg (combined)	Kerb weight	1485kg
Economy 67.3mpg (combined)	Top speed	127mph
	0-62mph	11.0sec
CO ₂ /tax band 109g/km, 19%	Economy	67.3mpg (combined)
	CO ₂ /tax band	109g/km,19%





There's plenty of head and leg room throughout, and perceived quality is high; vast load bay has a 660-litre capacity with seats up



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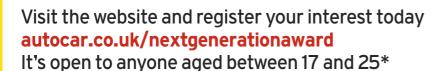


















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he outgoing Jazz may have been one of the most spacious cars in its class, but that hasn't stopped Honda from giving its replacement even more generous interior proportions. The third-generation supermini also gets a new, lighter chassis, new suspension, a quicker steering rack and improved interior quality, but of most interest to Jazz fans, no doubt, will be the increase in cabin space.

This new model is 95mm longer overall than its predecessor and rides on a 30mm longer wheelbase, meaning rear head and leg room are easily the best in class. The driver gets a huge range of steering wheel and seat adjustment, and all-round visibility is excellent.

Further back, the bigger boot has great access, is a good width and, at 354 litres with the seats up, can claim to be the biggest in the class. The rear seatbacks fold completely flat and the rear seat's squabs can be flipped up to leave a deep, almost flat space in place of the rear bench.

Just a single petrol engine will

be offered: a 101bhp 1.3-litre unit. It replaces the 1.4-litre and 1.2-litre petrol engines and is designed to provide more muscle than the 1.4 but greater efficiency than the 1.2. It's available with a six-speed manual gearbox, as tested here, or a CVT.

Quality is much improved but not the class's best. The SE Navi model tested doesn't have the man-made 'leather' dashboard materials of the EX model, and the switchgear and some of the plastics lower down aren't as classy or substantial as those in a Skoda Fabia. Honda's new Connect infotainment system is commendable, though, and standard from SE trim upwards. Its bright 7.0in screen is responsive and the system's menus are easy to follow. The sat-nav is also quick to process and gives clear instructions.

Entry-level cars get DAB radio, Bluetooth, automatic lights and wipers, electric mirrors and air-con, but we'd spend extra to get SE trim, which adds the Connect system, parking sensors and alarm. Sat-nav is an extra £610. To drive, the Jazz is less appealing. Its 1.3-litre engine may be new, but it feels old against the turbocharged units from Ford and the Volkswagen Group. It takes a long time to build revs, and you need to keep it there to overtake or sprint down a motorway slip road. At least changing gear isn't much of a chore, due to the gearlever's short throw and precise shift. However, putting up with the Jazz's engine noise at even medium revs is.

The chassis, which borrows parts from the new HR-V, has been lowered slightly at the front, raised at the back and given longer anti-roll bars for improved handling. The dampers are new, too. The steering is quicker but vague around the straight-ahead, followed by an artificial-feeling weight and nervous urgency thereafter. The tall body tends to lean more than those of its rivals when provoked in corners and the front end runs out of grip more quickly.

You can forgive some body roll if comfort is good. But even our relatively smooth German test route threw up problems with the ride,

sending its body bouncing over even mild bumps and crests.

Based on list price, our favourite 1.3 SE manual Jazz is cheaper to buy than the equivalent Ford Fiesta but more expensive than a similarly equipped Fabia or VW Polo. For the Jazz's traditionally older, cash-rich buyers, that might be an issue.

As might be the way it drives. The Jazz's engine feels outdated and its chassis doesn't allow for either fun or, seemingly, comfort. However, if space and practicality are your main concerns, you can do no better than the Jazz. Its brilliant reliability record, good equipment levels and generous standard safety kit, such as city braking, are commendable, too. Ultimately, though, its rivals have widened the gap in terms of engines, efficiency, quality and dynamics. RORY WHITE

HONDA JAZZ 1.3 i-VTEC SE NAVI

Practical, spacious and well equipped, but rivals are more efficient and more fun to drive



Price	£15,205
Engine	4 cyls, 1318cc, petrol
Power	101bhp at 6000rpm
Torque	91lb ft at 5000rpm
Gearbox	6-spd manual
Kerb weight	1066kg
0-62mph	11.2sec
Top speed	118mph
Economy	56.6mpg (combined)
CO2/tax band	116g/km, 18%





Cabin space, driving position and equipment are Jazz strengths; under the fresh styling sits a new chassis that has modest ability



Koenigsegg claims the 1341bhp, 273mph One:1 is the fastest production car in the world.

Mike Duff puts the Swedish hypercar to the test – in the wet

FAST CAR SPECIAL

1.6-litre Opel Mokka rental car is an entirely inadequate way to prepare yourself to drive the 1341bhp Koenigsegg One:1. Especially when driving the baby SUV along Sweden's immaculate and heavily policed E20 motorway, a road where setting your cruise control for 3km/h over the posted 110km/h limit feels like a daring act of law breaking.

But for those Koenigsegg buyers who don't arrive in their own planes on the private runway next to the company's headquarters, this is how the journey to Angelholm typically starts. Fly into Copenhagen (the nearest airport, despite being in a different country), pick up a rental car and then head north, first over the magnificent five-milelong Øresund Bridge that connects Denmark to Sweden and then through the low-lying farmland of the Skåne region. It's a journey that's becoming a part of Koenigsegg folklore, a parallel to those longago tales of piloting small Fiats through Italian villages on the way to Maranello or Sant'Agata to pick up a brand-new supercar.

It's a fair comparison, because some time during the past few years, Koenigsegg has made the transition from wannabe to a genuine player at the ultra-exclusive end of the market, where buyers drop seven-figure sums on a car. This Swedish manufacturer is tiny even by the standards of supercar makers. It employs just 85 people and has produced only 125 cars since it started - fewer than Ferrari makes in a week. But it has amassed an extremely loyal following. Just seven One:1s will be made, each costing \$2.8 million (£1.79m) before options and taxes, yet all were sold within weeks of the car being announced. The owners are also buying the bragging rights of owning what



Koenigsegg claims is the fastest production car in the world. And I'm in Sweden to drive it, only it's raining.

GO FIGURE

The performance claims for the One:1 are hard to compute. Koenigsegg says it can go from zero to 250mph in 20.0sec and recently proved it can do 0-186-0mph in just 17.95sec. It's a car that, in purely relative terms, makes the McLaren P1, Porsche 918 Spyder and LaFerrari all seem underpowered and overweight.

The name sums up the car. It's meant to be said as 'one-to-one', as in a ratio, expressing the perfect balance of 1PS of power to 1kg of mass (or 986bhp per tonne). That's when the twin-turbocharged 5.0-litre V8 engine is running on its favoured diet of E85 ethanol, freely available in Sweden. Running on regular superunleaded, the output is restricted to just 1160bhp, although that remains good for 852bhp per tonne – still a pretty compelling physics lesson.

Koenigsegg's factory is as impressive for what it doesn't have as for what it does. There are no fripperies – no architect-designed features or elaborate sculptures. Just work, and lots of it; the place is a hive of activity. Company founder

Christian von Koenigsegg was once described as looking like he's just a white cat away from playing a Bond villain, but in person he's affability itself and happy to talk about everything the company does. He also apologises that the prototype I will drive lacks the active noise cancellation system the company has designed for production versions.

Almost every part of every Koenigsegg is made on site, including all the carbonfibre components from monocoques to body panels, seat frames and even wheels. The engine block is cast in the UK, he says, but the motor is assembled and dyno tested here. Apparently, it was designed to deliver 1500bhp and then detuned to ensure it stays driveable. Assembly and painting takes thousands of hours for each car – about 3500 for an Agera and 5000 for the One:1.

And then I see the prototype
One:1 sitting to one side of the
assembly area and it becomes hard
to concentrate on anything else. It's
sitting with the gullwing doors
and the front and rear clamshells
open, being fettled for my drive. Up
close, it looks like a blinged-up LMP1
racer. Not beautiful, but devastatingly
effective. That vast rear wing helps to
deliver up to 750kg of downforce. →







A ride in the passenger seat comes first. It's still raining hard and the bloke charged with showing me what the One:1 is capable of drives us to the company's test track, a mile-long former military runway next to the factory.

The One:1's cabin is noisy – there's no rubber anywhere in the suspension, with normal bushings replaced by needle roller bearings – but it's possible to talk in normal tones. The One:1 demonstrates a neat trick as we leave the factory, automatically raising its ride height for the speed bumps on the exit road. GPS sensors also allow a battery of active systems to be adjusted corner by corner on tracks that the car has learned or have been downloaded via its internal 3G data connection.

On the sodden surface of the runway, something close to open warfare breaks out between the One:1's engine and its stability control system, the engine fluttering as the 345/30 R20 Michelin Pilot Sport Cup tyres at the back struggle for grip. I'm looking at the digital speedometer as it passes 200km/h and can still feel the rear end squirming. And then, with jarring suddenness, the runway is approaching sideways and the driver is frantically winding on opposite lock. For a second or so, he holds the slide, but then there's the sensation of the pendulum swinging the other way and the One:1 starts to spin towards the rushing green that edges the runway. Fortunately, we encounter nothing more than wet grass as we scythe a 50-yard track off the runway and stop, the cabin filled with nervous laughter.

The car itself is blameless. Walking back to where the spin started reveals deeply pooled water across the runway. Even all that downforce couldn't stop us from aquaplaning. But with an expert driving, we've still nearly crashed while driving in a straight line. This feels like it could be the day the One:1 earns itself a 'widow maker' moniker.

MOMENT OF TRUTH

My turn to drive, and my pulse is racing even before starting the engine. The driving position is intimate, with a tight-fitting seat, and pretty much every surface is carbonfibre or Alcantara. Koenigsegg is adamant that none of its cars uses parts-bin switchgear and everything you see and touch has been made by the company itself. Three VDU instruments sit behind the steering wheel, with the temperature display incorporating a 'power' gauge in PS that reads to 1500. The speedo goes to 450km/h. Neither is exaggerating.

A sighting drive down the runway proves that the One:1 is practically a pussycat at everyday speeds. The engine is tractable and there's a decent torque well before you reach the boost zone. The steering feels great – nicely geared and with positive reactions and well-weighted feedback. The automated gearbox has a single 'drive' clutch and a second that acts as a brake to cut the time of high-speed upchanges, but at trundling pace there's a hesitation



THEN IT SWINGS THE OTHER WAY AND STARTS TO SPIN TOWARDS THE RUSHING GRASS



between ratios and a forceful clunk as the next one slots in.

But nothing is going to change the immutable laws of physics. An experimental prod of the throttle at around 60mph in third produces a stab of acceleration and then, as the turbos spool up, the back end starts to struggle for grip. The stability control works well to keep everything straight, but I know I'm experiencing only a scant percentage of the One:1's performance. Pushing the throttle down further brings a Götterdämmerung of noise and fury from behind the cockpit that carries on all the way to 120mph. The acceleration feels immense, yet the power gauge doesn't rise above 600PS. I'm experiencing less than half of what the car has to offer.

We give up on the runway - for today at least - and move to some of the local roads. Considering that it's the turned-up-to-11 version of what is already a track-focused car, the One:1 copes well with the real world, even on the narrow roads of this part of the world. There's surprising compliance in the rubber-free suspension and the steering stays good at everyday speeds, delivering pin-sharp responses. (Apparently, the Lotus Exige was the model for how all Koenigseggs steer.) The transmission still swaps gears with a noticeable pause - reminiscent of an old BMW SMG transmission. Even sticking to the top inch or so of throttle pedal travel, the One:1 drives safely at the sort of pace that almost nothing else could touch.

TAKE TWO

The good news is that we've got the following morning with the car as well. It dawns grey and overcast, but the rain has stopped – and back at the runway, the standing water has

gone, although the surface is still cold and greasy.

Robert Serwanski, Koenigsegg's test driver, is on hand. (He's not the man who span yesterday.) He returns from a sighting run to report that, although traction is still limited, it should be possible to get to 200mph and still have room to stop in the mile we have to play with. Time to swallow the brave pills.

After a gentle rolling start, I floor the throttle as I select second gear. The back end is still squirming as the torque arrives, but the juddering of the previous day is gone. Response is far stronger. Through third and into fourth. The engine is still flaring as the stability control cuts in.

But then, as the One:1 reaches 125mph, the aerodynamic package starts to deliver proper downforce and push the car hard onto the track. It's the strangest sensation; acceleration actually increases.

A glance at the power meter shows that it's pointing to just over 1000PS as the engine approaches its 8000rpm redline and the upshift bangs in quickly as the second clutch does its thing. There are only a few seconds to experience the One:1 in full flight – the end of the runway is starting to look very big in the windscreen now and it's time to get hard onto the vast carbon-ceramic brakes – but it's enough time to know how special this car is.

It's elating and frustrating. There's no doubt this is one of the fastest cars ever to wear a registration plate; one of the most exciting, too. On a dry, open road, it would be astonishing. The thought of taking it flat out around the Nordschleife in pursuit of a record time is frankly terrifying.

But what's most impressive is this: the company promises the forthcoming Regera is even faster.



'RING RECORD IN WAITING

THE KOENIGSEGG ONE:1 is one of the fastest production cars in the world. The firm believes it's the absolute fastest and wanted to prove it with a lap record at the Nürburgring Nordschleife.

The attempt was meant to happen last month. The track was booked, the car and crew were in place and confidence was high. In testing at the 'Ring last year, the company witnessed sector times that led Christian von Koenigsegg (pictured above) to predict taking a "substantial chunk" out of the 6min 57sec time that was set by the Porsche 918 Spyder in 2013.

57sec time that was set by the Porsche 918 Spyder in 2013.
"I hate the need to do it," von Koenigsegg told us when we visited the factory, "but this is how you have to prove yourself in this part of the market."

But then the twist came as the Nordschleife's new owner, Capricorn Nürburgring GmbH, announced that the speed limits imposed on the track after the fatal crash during a VLN endurance race earlier this year wouldn't be lifted, not even for a record run.

Koenigsegg still wants the record, but it's not going to happen any time soon.



WHAT'S THE CONTROLL OF THE CON

Ferrari's most dedicated customers are invited to join the XX programme and drive track-only models such as the FXX K. **Mark Tisshaw** finds out how to apply ou can't drive the Ferrari FXX K on the road. You can't go racing in it. If you want to own one, Ferrari has to invite you to part with €2.2 million (£1.5m) plus local taxes for the privilege. All 40 FXX Ks were sold before the wider world even knew about it. That's not a normal way of buying a car, but the FXX K is hardly normal. The LaFerrari-based FXX K is a 1021bhp V12 hybrid track toy, a high-tech tour de force of active aero, advanced driver assistance and chassis systems and Formula 1-inspired tech.

Fantasy stuff, then, but just what purpose do these most extreme of Ferraris serve?

"We call it the laboratory," says Enrico Galliera, Ferrari's commercial chief and the man who oversees the Corse Clienti programme (Ferrari's arm that will sell you anything that's not a road car, including old F1 cars) in which the XX cars sit.

"We take an existing car and make it more fun and fast," he continues. "The clients then buy them and work with us and become part of the team. They like to drive, enjoy it and have fun, but some are like official drivers; they're very fast and their comments are up to the point. We always listen."

The FXX K is the third XX model from Ferrari in the past decade. The Enzo morphed into the FXX in 2005 and the 599 GTB Fiorano spawned the 599XX in 2009. Their existence allows Ferrari to



test out advanced new technologies that can filter onto its road and GT racing cars, with the feedback coming directly from the owners.

"Road cars have homologation concerns, race cars have rules; these have no barriers," Galliera says. "We test on them what we can't on road or race cars. Customers tell us if the technology is interesting or not, then we see if it's suitable to develop further for the road cars.'

Examples of tech dripping down to Ferrari's road cars include the advanced aero package from the 599XX that found its way onto the 599 GTO, while subsequent Ferrari road cars have adopted active aero. What clues might the FXX K offer to a future Ferrari 488? A hybrid system, perhaps?

We'll test the hybrid system first on the XX," says Galliera. "We're still working on it."

He concedes that the programme is an expensive one to run, but "if you find technology and put it on a road car, you have already absorbed some of the cost, as it has already been tested [on the XXs]".

Galliera admits that Ferrari "has rules" over who can join the XX development programme. "You have to have a long history," he says. "Money is not enough." Being previously part of the XX or wider Corse Clienti programme is the main stipulation, but there is another way in.

"Anyone can join," says Galliera. "It's a nice



XX boss Enrico Galliera: "A nice thing to be involved in"



thing to be involved in, so a lot of people want to be part of it. A way to do it would be to buy a used 599XX, as the FXX K is sold out. If a customer wants to join, they call us; we put them in touch with someone who might have a 599XX to sell. That's how you enter - if there is a car available."

Ferrari won't sell to speculators or collectors, meaning there's an obligation to get involved and drive the car. For your money, you get to attend seven driving events at circuits around the world over a two-year period, driving the cars hard and feeding back to Ferrari as a bona fide development driver. In between events, Ferrari will store the car for you to ensure it's in tip-top shape before shipping it to the next event. If you can't wait for that, Ferrari will organise a special event for you.

With an XX to your name, what do you buy next from Corse Clienti's candy shop window? Many customers race different versions of the 458, while some buy F1 cars. "They are the pinnacle, and the top experience for driving," says Galliera.

As with the XXs, Ferrari knows where all its old F1 cars are and will contact an owner on your behalf to see if they'll sell. Ferrari will then keep and run the car for you. If you want the 2015 car, though, you'll have to wait; Ferrari won't sell you one that has competed within the past two years. So, try to find a 599XX for sale in the meantime... \(\textstyle{\Omega}\)





Defining Quality

Dictionary definition: quality ► 'kwplɪti/noun

1 The standard of something as measured against other things of a similar kind; the degree of excellence of something.

2 A distinctive attribute or characteristic possessed by someone or something.



How do you create the impression of truly sumptuous luxury in a car's cabin? **Richard Bremner** joins Bentley's interior design experts to find out their secrets

t's Darren Day's job to ensure that when you step aboard a Bentley, you're left in no doubt that you're entering another world – a haven of high-calibre craftsmanship, rich materials, artful detail, precision and ingenious engineering.

Day is Bentley's director of interior design, and his team creates everything from the broad sculptural theme of an interior to the hundreds of details that can lift a car interior onto another plane of luxury. And the quest to do better never ends.

Take the tricky frontier of precision fit and finish. "We used to do Biro sketches, but you can only go so far with that," Day says of a design's starting point. "Modern digital techniques allow a much higher level of detail. A 0.015mm tolerance is now possible on a piece of detail, which is to jewellery standards and beyond."

Intriguing themes and philosophies guide Day and his team in their mission, ranging from an unusual inspiration source that does much to shape the fundamental architecture of a Bentley interior, to the art of designing things wrong so that they look right. Join us on this near-microscopic exploration of the innards of Bentley's Continental GT, Flying Spur and Mulsanne.

Bentley's Wings of Inspiration



"THE BADGE IS the same shape as the dashboard. The wings form the shape of the dash," says Day. "We're the only car maker to use the badge as a significant design source in this way. It's perfectly symmetrical."

Day also points out that "the Bentley badge has 11 feathers on one side and 10 on the other. It was originally done to stop knock-offs".

The Mulsanne (above) has the same double wing shape for the under-dash area and what the design department calls the "piece of toast" in the centre console. "With the trio of dials, it acts as a bridge between the wings. Not everything is symmetrical, but it's enough. It's a place of calm," says Day. "Lots of customers don't know about all this detail, but it doesn't matter."

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Things that are wrong to look right

FIT AND FINISH obsessives may be shocked to hear this, but there are a number of elements of a Bentley that are incorrectly aligned. Deliberately. On the outside, there are door panel gaps "that are mathematically incorrect", says Day, in order to create the illusion of consistency. And inside, parts that you might expect to be arranged so that they're level with one another are not, he explains.

The typography of switches is probably not an aspect owners will spend much time inspecting, but you can't accuse Bentley's designers of failing to agonise over these details, as Day reveals below. The detailing here drifts towards the obsessivecompulsive, but you'll be relieved to hear OCD hasn't totally taken over. "The infotainment script on the GT is upper case and in the Mulsanne lower case," says Day. "I like a bit of quirk."

GRILLE SURROUND TO BONNET (1)

"I don't want to see edges," says Day, pointing to a Continental GT exterior detail as an example of what he doesn't want to see. "The radiator shell is higher than the bonnet edge. Otherwise the panel will appear to stand proud. You can't see this stacking effect when you look at it the other way, even from within the car."

INTERIOR (2)

This aversion to edges leads to subtle juxtapositions of interior components. "When you fold the speaker grille mesh," says Day, pointing to the grille on the top surface of a GT's dashboard, "you get a series of half moons from the folded perforations. So the adjacent panel sits higher, to block the view of the half moons.

That's not the end of the detailing needed to achieve the quality of fit Day is looking for. "The mesh in the centre of the dash-top must undergo minimal bend. It must clip onto something within tolerance and accommodate temperature changes; it might grow by 2mm. So the next part is higher mounted and it's leather. It must have a minimum radius of 3.2mm for crash protrusion reasons. We fix it at one end, to a 1mm tolerance. Then I get a driver's eye view and check whether I can see it or not. If the parts are staircasing," as he puts it, "they must do it away from you."

It's not enough to think these juxtapositions through, either. Every single interaction of components is signed off by four departments: design, manufacturing, quality and engineering. As a designer, I want to rush off and sketch, but this is important. There are 300-400 interfaces. It's a lot of work.'

DOOR TO DASHBOARD (3)

On the Flying Spur, the double stitching on the top roll of the door trim continues into the dashboard. But measure their respective heights from the floor and you'll find that they're different. "It's wrong to look right," explains Day.

The door top is over-flush to the dash, the door's twin stitches deliberately sitting fractionally higher than the stitching on the upper dashboard. If you position your head near the centre console for a squint and stare at the joint of door to dash, you'll see the misalignment. But when you're sitting normally in your seat, the stitching appears perfectly aligned. Clever.

It's difficult to do, too, involving "not just design but engineering", says Day. "We set up a team who met daily to work out how to do this in production. Every Flying Spur has a shimmed dashboard, because it needs to align with the door tops. It's coachbuilt on the production line."

It's got a little easier with practice, he says. "We followed the build trend statistics and reduced the amount of shimming necessary."

FLYING SPUR REAR DOOR TRIM (4)

Another flourish of the stitchers' art can be found on the rear doors. "The door-top stitching has a twist in it to sit beneath the door top, and then it curves to meet the dash. The effect is of the stitching spreading like wings, which flow into the rear," says Day.

INFOTAINMENT BUTTONS (5)

You might think that labelling the main menu buttons of the Continental's infotainment system was an easy task, but not at Bentley. "Tone', 'Radio', 'Media', 'Tel', 'Map', 'Nav', 'Info' and 'Car' labelling – that's the start of OCD," says Day with a grin. "They're different

lengths but applied to buttons of the same width. We want big graphics, but not on a 'My First Bentley scale. 'Telephone' is a big headache, because you either have 'Phone', which is too long, or 'Tel', which is too short." In the end, they chose 'Tel'. But 'Media' and 'Radio' are not so easy, either. "You can't change the font size, so we lopped off the ends of the three prongs of an 'E', and crushed the 'R' of 'Radio'."











Journey of discovery

ANOTHER AIM OF Bentley's interior designers is to create what Day calls "a journey of discovery. Three to four months into ownership, they find something new. The Park Distance Control button in the Mulsanne is in a different place to the GT's for packaging reasons. Knowing where it is, tucked behind the wheel, is almost like belonging to a club." And an exclusive one at that.

DOOR HANDLES (6 AND 7)

"The Mulsanne's exterior door handles have anti-scratch chrome inserts in the doors and knurling on the reverse face of the exterior door handle that reflects in it."

VIRTUAL SLIDER CONTROLS (8) Bentley's love of knurling also extends to the virtual slider controls

extends to the virtual slider controls in the infotainment, such as for the damper settings.





'SACRIFICE' IS AN odd word to use in the context of car design, until you realise the amount of work that ultimately goes unused. For an interior design, the process starts with eight sketches, says Day. "Six of these are developed with [digital] data, four are made in foam, two in

clay that are 95% production feasible and then one in clay," he says. "The customer never sees the other seven. And this is part of the sacrifice."

These renderings show a GT interior pretty much as it is today. But imagine the work that would go into producing seven different sketches

like these – and more – that are ultimately never used.

"It's a strange part of design. You put your heart and soul into a proposal and at the management review somebody says: 'No, it's not what I want'. You can be really good and not get chosen. You look

back at your portfolio and realise that actually only 10% of it made production." Not that there isn't plenty of Day's work to be seen in today's Bentleys. "I worked on the GT, GT Speed, Flying Spur, Bentayga and EXP 10 Speed 6," he says, cataloguing his more recent work.

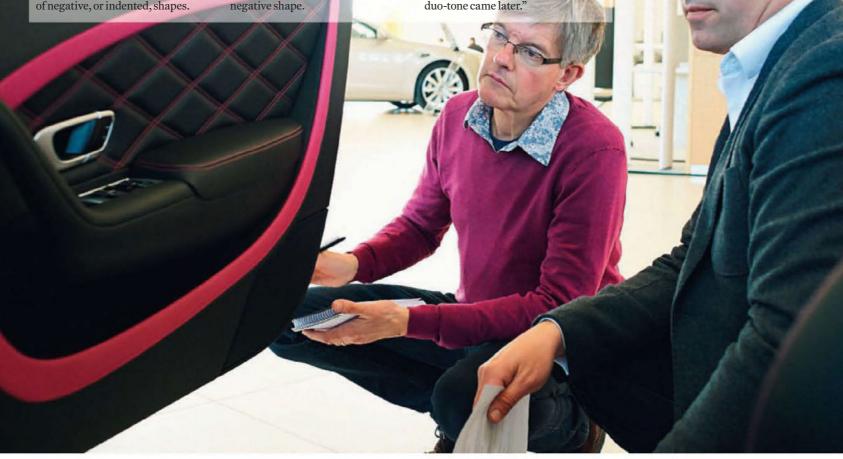
Honesty of materials

"WOOD, LEATHER, METAL - they have to look authentic. When I look at a car, I look at the quality of materials first, then the design," says Day.
"Look at this beautiful leather. Why do you want to torture it?"

Among other things, not torturing your materials involves the avoidance of negative, or indented, shapes.

A negative shape in wood makes you question whether it is wood, reckons Day. "Shape is important for authenticity. But there are some negative bits of leather - on the backs of the front seats, for passengers knees. You usually float leather over the surface, but you can now glue a

"You've got to decide what the important joints are and work back," says Day of the complex leatherwork of this GT's door trim. "For example, there's only one stitch line on a door card, not two. I'd prefer to have one and get it right. Originally, this curve was just done for the stitch. The duo-tone came later."



Precision

EVER MORE ACCURATE fit is one of Bentley's perennial goals. "The gap from a switch to its bezel used to be 0.5mm. Now it's 0.3mm," explains Day. "You've got to allow for switch guides. With a bigger switch and a smaller bezel, dust can't get in."

WOOD (9)

"Even though we're Bentley and make cars out of trees, we're getting tighter tolerances on those, too," says Day. "Coefficients of expansion vary between woods. As it happens, 3.2mm radii is the limit for oak, which is the same as the crash requirement."



For Bentley's diamond-pattern leather upholstery, the quilting is lifted by 6mm. A machine "punches holes in the diamonds, but not the channels between them, otherwise the needle runs off course," says Day.

METAL (11)

Knurling is found in all sorts of corners of a Bentley cabin, from behind the paddle shifts of a Mulsanne to its organ-stop air vent controls. The stops themselves are oil damped using tiny cassettes. Day says: "They took ages to tune."











The future

BENTLEY'S EXP 10 Speed 6 provides a clue to where the marque's interior design is headed next. The concept's lightweight engineering ethic is reflected in the badgeinspired wings of the fascia, which float above the dashboard's lower faces. "It's light, and has an implied lightness," says Day.

The boldness of this structure is accompanied by a suite of intriguing details, each a fresh take on familiar Bentley design highlights.

DOOR TRIM (12)

The quilted upholstery is echoed by the extraordinary machined quilting of the cherrywood door trim inserts.

COLUMN STALKS (13)

The tips of the Speed 6's column stalks use "transparent knurling, with copper visible beyond it. The copper is lacquered, but what if we allowed it to oxidise?" speculates Day. The knurling is "cut-crystal glass, like a whiskey tumbler". A



Not everyone wants to put their jellywobble torsos on display in the centre of London, though. Luckily, Britain's climate has dotted this island with thousands of secret wild swimming spots, each one a natural spa tailor-made to zing your body back into life in locations where nobody else is around to point and laugh.

one of the most invigorating things you can do

without your pants on.

cover motorways and A-roads in comfort and then keep going through less friendly terrain.

Mitsubishi has a vehicle that's perfectly suited not just for wild swimming excursions but for all outdoorsy lifestyles. It's called the ASX.

For those who know about these things, the ASX is a crossover and an SUV. For the rest of us it's a handsomely rugged device that's big enough to seat five but not so big that it's an embarrassment. Its compact dimensions will

into tight spots: its agile chassis, choice of springy petrol and diesel engines plus the option of 4WD will get you out of them.

What Car? praises the ASX for offering "a generous standard of kit for the same price as some fairly basic small family hatchbacks". The entry model ASX ZC has a new leather steering wheel with thumb grips and audio controls, USB port, newly designed seats, chrome trim,





"THE ASX IS PERFECTLY SUITED NOT JUST FOR WILD SWIMMING BUT FOR ALL OUTDOORSY LIFESTYLES"

glass, high-contrast LCD screen, rear armrest cupholder and a big centre console for your damp cossies. That's in addition to air-conditioning, handsfree Bluetooth, seven airbags, Hill Start Assist and Mitsubishi Active Stability and Traction Control.

Move up a level to the ZC-M to get DAB radio, an auto-dimming rear view mirror and 18in alloy wheels and wheelarch trims on top of your standard climate control, heated front seats, automatic lights and windscreen wipers, keyless operation system, pushbutton starting and cruise control.

ADVENTURERS, ADVANCE!

Our ASX swimmers took the plunge in the Lake District. They tried out Birks Bridge, a clear stream in a gorge at Duddon; Eskdale's Tongue Pot, a necklace of pools; and Wast Water, a quartz-bedded lake stunningly located in the lee of Scafell Pike.

But you don't need to go all the way to the Lakes. Britain's rivers, lakes and waterfalls, coves, caves and beaches are cleaner, safer and more accessible than at any time in living memory. Open-air lidos are making a comeback too. Try the spectacular Hathersage pool in the Peak District, or Gloucestershire's Cirencester Park lido.

For information on where to wild swim both in the UK and abroad, go to www. wildswimming.co.uk, or pick up Roger Deakin's *Waterlog: A Swimmer's*

Journey Through Britain.



The top-spec ZC-H adds a panoramic roof with amber 'mood light' strips, MMCS (Mitsubishi's Multi Communication System with satnav) and a rear-view camera.

Tick the option of ASX's new 1.6 diesel engine with 12,500-mile service intervals and it'll cost you buttons not just to get there but also to keep on getting there. "Mitsubishi has an excellent reliability record", says *What Car?*. When your map of choice is Ordnance Survey rather than a £5.99 special from the garage, and you're visiting places where others might fear to tread, that's reassuring.

Sub-£15,000 entry pricing makes the ASX as accessible as wild swimming could suddenly become. So jump right in.

Mercedes-AMG GT

Smaller, less pricey follow-up to the SLS reveals its true capabilities

MODEL TESTED GT S

- Price £110,500 Power 503bhp Torque 479lb ft 0-60mph 3.6sec 30-70mph in fourth 5.0sec
- Fuel economy 19.8mpg CO₂ emissions 219g/km 70-0mph 42.5m Skidpan 1.10g

he last time Mercedes-AMG was tasked with building a model from scratch, it went to town. Not only did the SLS evoke the 300SL with its gullwing doors, but it also housed the M159 engine in its long nose, a reworking of AMG's own V8 and the last naturally aspirated engine to feature in a Mercedes. It was, in many respects, marvellous – and because it was AMG's first go, momentous, too. Its replacement, although similar in some respects and not entirely unrelated beneath, is not to be thought of as a successor.

Whereas the SLS was a supercar in the mega-GT mould, AMG's follow-up

WE LIKE Fabulous image ■ Imaginative, opulent interior ■ Tremendous, trigger-happy powertrain





Ten-spoke, 19in cast alloy wheels are standard on the GT, but they're upgraded to 20in at the rear on the GT S. These cross-spoke forged alloys are a £1395 option.



 The three-dimensional, singlelouvre radiator badge is a key constituent of Mercedes' design language and is only mildly tweaked from its appearance on the SLS.



 Engine badging on the front wing air outlet is a running theme in AMG models. The fins either side have an even longer-running provenance in Mercedes sports cars.



 High-performance LED headlights feature on the GT, with the 'eyebrows' providing the daytime running lights and indicators.

is smaller, cheaper, turbocharged and conventionally doored. It's a two-seat sports car, says Mercedes, which means that the manufacturer is less interested this time around in making a splash and more concerned with stealing customers from under the noses of Audi and Porsche.

That's considerably more difficult than building a low-volume supercar, particularly as Mercedes has stuck with the SLS's gameplan: keeping its big engine in front of the driver rather than behind, nestling the cabin to the rear of a long-nosed body and even providing a decent boot, this time with a convenient liftback.



It is also comparatively large and not tremendously lightweight. But it is beautiful. And it's still powered by a hand-built V8 – AMG's newly developed biturbo unit, producing 456bhp in the standard car and 503bhp in the more expensive (and likely more popular) S model tested.

As in the SLS, the power goes to the rear wheels via a transaxle, which helps to keep the weight distribution at what Mercedes calls an optimum 47/53% front-rear split. The V8 itself is mounted sufficiently far back on the aluminium spaceframe that the manufacturer prefers to describe it as front mid-engined. In point of fact, it describes the GT as a lot of things, most notably the embodiment of the "spirit of the glorious Mercedes sports cars". That it may be, but is it sufficiently good to outshine the Porsche 911 Carrera or new Audi R8?

DESIGN AND ENGINEERING

The SLS, were you lucky enough to encounter one, tended to make an impression. As Teutonic as the Bismarck and not a whole lot smaller, the gullwing-doored attention-getter had a way of commanding your gaze without ever entirely satisfying it.

The GT redresses that balance. The proportions are similar, but it comes with a curvier body. It's shorter by 92mm and, from more than one angle, sensationally appealing. →

WE DON'T LIKE Reactive, unsettled ride quality ■ Over-assisted steering ■ Unexceptional refinement





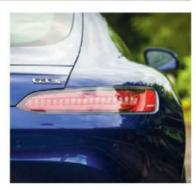
 AMG prefers to call the GT's rear spoiler an aerofoil. Standard on both models, the extendable airflow tickler extends and retracts depending on car speed to reduce lift at the rear.



 The S has fully variable exhaust flaps hot-wired to a button on the centre console. The switchable system is optional on the entry-level GT.



 Top marks for the tucked-away diffuser, no aerials and a big reversing light, but you'll need the key handy to access the boot, as no button is allowed to pimple the GT's smooth behind.



 Like the rest of the rear quarter, the flat, wide tail-lights look similar to those used on the current Porsche 911. Not that that's a bad thing.

ON THE INSIDE











MULTIMEDIA SYSTEM

The GT's standard Comand Online multimedia system is as complete and effective as that of any modern executive saloon. Bluetooth media streaming, USB connectivity and a DAB radio are all included, but the system also has a text message readwrite function and 10GB of onboard music storage, as well as offering app-based access to internet radio and social media sites. Mercedes' Linguatronic voice recognition system is as excellent as ever, and so is its navigation system.

The audio options consist of two premium Burmester systems over

and above the standard set-up, and our test car had the High-End upperlevel one - with 11 speakers, 1000 watts of power and Dolby Digital 5.1/DTS surround-sound processing. It's a very pricey addition to the car although owners are unlikely to care too much about that - but because the GT's spaceframe construction isn't compatible with Mercedes' latest generation of FrontBass resonance technology, it sounds marginally less magnificent than the premium system in an SL or an S-Class. It's still good but, at least as much because of the GT's cabin refinement levels, perhaps not great.

← Not every tester appreciated the flagrantly pinched rear quarters, but admiration for the GT's stylish image was virtually universal.

There are those, perhaps, who will miss the SLS's extravagant method of entry and exit, but besides cost, the doors are conventionally hinged for a good reason: the absence of topheavy gullwings contributes to the lowering of the GT's centre of gravity. The mostly aluminium underbody weighs just 231kg, with Mercedes claiming exceptional rigidity from a spaceframe derived from the SLS. The new engine, though, has more in common with the turbocharged fourcylinder unit found in the A45 AMG than the departed M159 motor.

Designated the M178, the V8 has the same bore and stroke as its smaller sibling and uses similar technology to retain a high-revving character. Its two turbochargers are mounted within the cylinders' vee configuration, an arrangement that allows optimum response and, just as important, keeps the engine physically compact. This is necessary because despite the available acreage, the V8's ideal position is well aft of the front axle. Similarly, the new motor is lubricated via a dry sump useful for high lateral loads but also

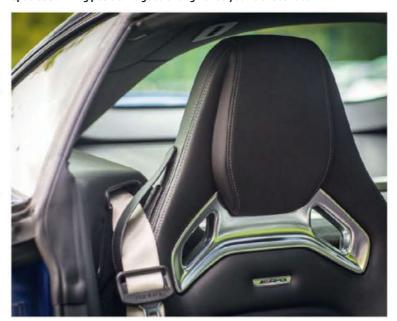
necessary for mounting the lump as low to the ground as possible.

AMG's devotion to dynamic balance continues in the rearward location of the transmission. The seven-speed Speedshift DCT familiar but fettled for faster shifts in the GT - is assimilated into a transaxle that also includes a locking differential, electronic in the S version tested here and mechanical in the standard model. The SLS was packaged thus, and together with a steel tailgate and magnesium front deck, this is a key reason for the GT's rear-biased weight distribution.

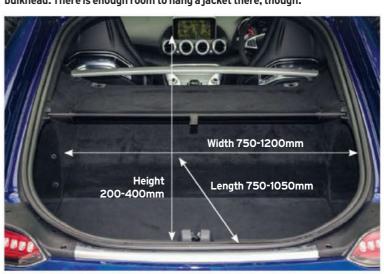
Like its predecessor, the new model's chassis also gets the puristpreferred double wishbones all round. The hub carriers, steering knuckles and wishbones are forged aluminium to reduce unsprung mass, and the three-stage adaptive dampers are electronically managed via AMG's Ride Control. The drivetrain, including the transaxle, is damped, too, although an optional Dynamic Plus Pack enhances this system with dynamic mounts. Similarly, the standard-fit composite brake system, which features huge 390mm front discs on the S version, can be uprated to a carbon-ceramic alternative, as on our test car. >



• It's not that easy to get into the cabin, but the straight-legged and fairly spacious driving position is good enough once you're ensconced.

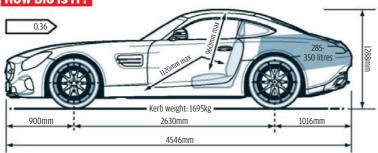


There's little in the way of storage space between the seatbacks and the bulkhead. There is enough room to hang a jacket there, though.



Liftback rear reveals a space wide enough for a small set of golf clubs, or a few soft bags and small cases. It's far better than the SLS's separate boot layout.

HOW BIG IS IT?

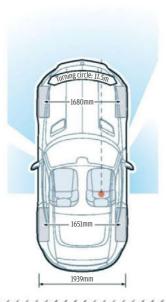


VISIBILITY

Cradled low, your view out isn't brilliant, but it's workable. The view backwards is better than in some mid-engined options.

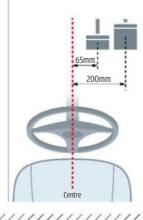
HEADLIGHTS

Bright and well aimed, with responsive auto-dip and cornering functions.



WHEEL AND PEDAL **ALIGNMENT**

Pedals are offset just far enough to the right to make left-foot braking a bit of an effort. It's manageable, though, largely because the driving position is so recumbent and straight-legged. Brake pedal is wider than our drawing makes it look.



INTERIOR



The disposal of the SLS's gullwing doors perhaps ought to have made the GT an easier car to get in and out of. In practice, it hasn't made much difference. But the act of lowering yourself, dangling your backside over a sill wide and high enough to sit on, and then levering your legs up under your chin to squeeze your feet past the unusually close A-pillars doesn't irk much. It really only increases the anticipation you feel in the build-up to thumbing that large starter button.

Credit to AMG, while we're on the subject, for doing a sufficiently thorough job of the right-hand drive conversion that the starter button has been moved to the driver's side of the transmission tunnel console. That centre console seems to have risen and swollen from normal proportions like some shiny metallic soufflé, but it could hardly feel more solid. It's dominated by eight buttons and knobs, all of them tactile and well labelled but sufficiently oversized that they wouldn't look out of place on a toddler's pedal car. Bigger is better in most things in the GT's world. So it's odd that the tiddly gear selector lever feels undernourished in your hand and is sited too far aft for optimum convenience.

The cabin design occasionally favours dramatic effect over usability, which is probably as it should be. The hazard warning toggle button is located on a roof console, making you feel like a fighter pilot as you come in to land on the hard shoulder. The analogue speedometer, meanwhile, is sufficiently heroically scaled and hard to read that the digital repeater is an absolute necessity.

But the GT has a rich-feeling and well-constructed cockpit that looks and feels exciting, eccentric and of distinguishing material quality. It's accessible and practical enough to use every day – thanks in no small part to a good-sized boot accessed by a liftback rear. And perhaps most important, it whets your appetite very nicely for what's to come.

PERFORMANCE



If you didn't already know as much, it takes barely a moment's rotation of the GT's forged crankshaft to make you realise you're not about to experience a typical modern sporting drive. The engine's woofling, deep soundtrack is lavish and enticing. At times it sounds like a powerboat gargling gently out of dock, at others like an angry Welsh baritone in a rugby crowd. Either way, that delicious, varied tonality is the first major clue that this long-nosed two-seater is no ordinary super-sports car.

Rather, it's a complex, occasionally flawed but always enigmatic mix of out-and-out dynamic thriller, sporting throwback, hot rod muscle car, track-day special and grand touring coupé – all rolled into one.

Getting a permanent hit of charisma from that V8 is, you soon realise, an absolute must – and that means activating the bi-modal exhaust's Sport mode whenever possible. It is misguided to imagine that deactivating it makes the GT's cabin any quieter when you're cruising. The vast majority of the noise filtered in (and there's plenty) stems from the suspension and tyres.

The car's raw speed is considerable but perhaps not the outstanding selling point, among £120,000 sports cars, that AMG would have you believe. Just as the likes of the 911 Turbo S, new R8 V10 Plus and even the latest Nissan GT-R offer more headline power than the GT, so, too, will they accelerate at a rate that the

Track notes

DRY CIRCUIT

Mercedes-AMG GT S 1min 11.9sec

Porsche 911 Turbo S

1min 9.6sec

Brilliant everywhere but over the bumps through T2. Grip levels, cornering balance and steering response are very impressive; stopping power likewise. A bit nerve-jangling on the limit, though.

T3 T4 T1 T1 Start/finish Rapier turn-in and clever diff make for incredible handling in T3. It's glued to the apex and carries huge speed. Stability into the chicane is actually very good, but light, muted steering communicates it poorly.

WET CIRCUIT

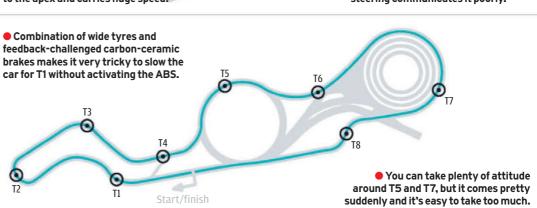
Mercedes-AMG GT S

1min 21.9sec

Porsche 911 Turbo S

1min 18.5sec

It's too highly strung and generously tyred to work well here. ESP Sport mode is good at keeping the tail in check, but grip levels are generally low and hard to get a feel for.

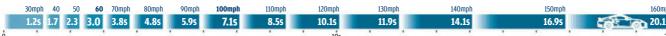


ACCELERATION 22deg C, dry

Mercedes-AMG GT S

Standing quarter mile 11.7sec at 123.8mph, standing km 21.1sec at 157.5mph, 30-70mph 2.8sec, 30-70mph in fourth 5.0sec





BRAKING 60-0mph: 2.54sec









It's a mix of out-andout dynamic thriller, sporting throwback, muscle car, track-day special and GT coupé

AMG has no answer for. There again, where classic front-engined, reardriven competition is concerned, neither a Jaguar F-Type R Coupé nor an Aston Martin V12 Vantage S will match the GT S until well into three-figure speeds.

That the car feels blisteringly fast is, of course, assured. Throttle response is good enough that you seldom notice any lag at all, and the car is ready and raring from low revs and still pulling hard above 6000rpm, with the redline not intervening until 7000rpm. AMG's launch control system works well – something you couldn't say of the SLS's equivalent – and its brakes are toweringly powerful. The one caveat with the brakes is that pedal feel with the optional carbon-ceramics still isn't brilliant.

RIDE AND HANDLING



The SLS wasn't the best-handling sports car of its type, and the GTS isn't, either. But both cars were created very much in the same highly strung, harum-scarum vein,

their rationale being: "If you can't beat 'em, you'd better leave a lasting impression." And the GT does that.

Its handling is unapologetically and uncompromisingly flat, firm, grippy and direct. The car cleaves into corners with a keenness that's rare even among its sports car rivals. It disdains body roll – or any kind of lost directional energy or momentum, really – and its remarkable agility comes as much from its razor-sharp cornering balance as its outright lateral grip or the gearing of its steering.

Driving this car quickly on the road means peeling your eyelids back and dialling your concentration levels up to 11. That hyper-responsive wheel offers just enough feedback at the straight-ahead to keep the car from feeling nervous on the road, although it doesn't escape by much. And yet both off and on-centre, the steering is in serious need of greater confidence-inspiring weight and feedback. The firm springing makes the helm react to every mediumsized bump that the front wheels cross, and this, on a really testing B-road, can challenge your capacity to guide the car smoothly and with

total precision. Want exciting? You've found it all right.

The ride is short and staccato. It's slightly less aggressive when the softer damping modes are selected, but no less busy. Long-wave undulations hardly disturb the level of the body at all, but when the road's topography turns particularly savage, the suspension often becomes skittish, as tyres part company with the road surface and impacts thump through that spaceframe chassis.

This isn't a refined car. In fact, it's perhaps the least refined in a segment increasingly preoccupied with everyday usability. Despite the lightness of its controls, it isn't easy to drive, either – and it's certainly no delicate flower. It's old-school and route one but, on the right road, also wildly dramatic and enthralling. Whether you can live with it the rest of the time is up to you.

BUYING AND OWNING



The closer you get to £100k, the less meaningful four or even five-figure differences between list prices

become. For the record, the GT starts at around the same money as a 911 GTS – a car roughly comparable in performance and efficiency (both claiming combined fuel economy of about 30mpg that you'd struggle to replicate in the real world). At around £135k, a new R8 V10 Plus appears to cost significantly more, but then our test car got close to that when brought up to a similar spec. Bookending this car's British-based competition are the F-Type R Coupé and the upcoming McLaren 540C.

The GTS precedes the GT at launch and will most likely eclipse it in sales volume, too. Some of the toys mentioned - AMG Ride Control, electronic differential lock, Race mode - are exclusive to the S and help to account for its £13,300 premium. Most features you'd want are standard, but that doesn't shorten an extensive options list that includes items like carbon-ceramic brake discs (£5995) and AMG Performance seats (£1895). Expect the £4195 Premium Package, which adds the panoramic sunroof, Burmester surround stereo and Parktronic, among other things, to be a virtually guaranteed choice for buyers of the GTS. →

MERCEDES-AMG GT S

£110.500 On-the-road price Price as tested £133.405 Value after 3yrs/36k miles £68.700 **Contract hire pcm** na Cost per mile na 50E/£1195 Insurance/typical quote

EQUIPMENT CHECKLIST

Bi-modal sports exhaust LED headlights Heated leather AMG sports seats Front, side and knee airbags Comand Online multimedia with 8.4in colour display, HDD nav, voice control, DAB and internet radio, 2 USB ports Electronic locking rear differential AMG Ride Control with adaptive damping Cruise control with speed limiter 19in/20in mixed alloy wheels **Cross-spoke forged alloy wheels** £1395 Matt silver carbonfibre trim pack £2995 £1895 Performance seats Premium Pack (inc Keyless go, mirror package, illuminated sill panels, Burmester surround audio, panoramic sunroof, reversing camera £4195 Silver seatbelts £395 \$5995 Carhon-ceramic brakes **Burmester High-End surround audio** £2795 Exclusive nappa leather upholstery £2295 Metallic paint, Brilliant Blue £945 Options in **bold** fitted to test car = Standard na = not available

RANGE AT A GLANCE

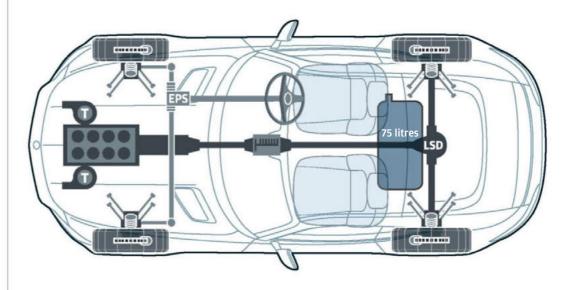
POWER FNGINES FROM 4.0 GT 456bhp £97,200 4.0 GTS 503bhp £110,500

TRANSMISSIONS

7-spd dual-clutch automatic

TECHNICAL LAYOUT

Longways V8 uses turbos mounted inside its cylinder banks and drives the rear wheels through a transaxle dual-clutch gearbox. Weight distribution is rear-biased, at 47:53. Aluminium spaceframe is clothed in mostly aluminium panels, with a steel bootlid and a magnesium front end. The all-independent wishbone suspension is mostly aluminium, too.



ENGINE

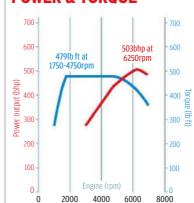
Installation Front, longitudinal, rear-wheel drive Type V8.3982cc. twin-turbo, petrol Made of Aluminium block. aluminium/zirconium head

Bore/stroke 83.0mm/92.0mm Compression ratio 10 5:1 Valve gear 4 per cyl

503bhp at 6250rpm Power 479lb ft at 1750-4750rpm Torque **Red line** 7000rnm Power to weight 306bhp per tonne

Torque to weight 291lb ft per tonne Specific output 126bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction Aluminium spaceframe Weight/as tested 1645/1695kg Drag coefficient 0.36 10Jx19in (f), 11Jx20in (r) Wheels 265/35 ZR19 (f), **Tyres** 295/30 ZR20 (r). Continental ContiSportContact 5P

Spare Mobility kit

TRANSMISSION

Type 7-spd dual-clutch automatic Ratios/mph per 1000rpm 1st 3.40/6.4 2nd 2.19/10.0 3rd 1.63/13.4 4th 1.29/16.9 5th 1.03/21.2 6th 0.84/26.0 7th 0.63/34.7 Final drive ratio 3.67:1

ECONOMY

TEST Track 7.4mpa **Touring** 29.4mpg Average 19.8mpg **CLAIMED** Urban 23.2mpg Extra-urhan 36.2mpg Combined 30.1mpg

> Tank size 75 litres **Test range** 327 miles

SUSPENSION

Front Double wishbones, coil springs, adaptive dampers, anti-roll bar

Rear Double wishbones, coil springs, adaptive dampers, anti-roll bar

STEERING

Type Electro-mechanical, rack and pinion

Turns lock to lock 2.2 **Turning circle** 11.5m

BRAKES

402mm carbon-ceramic discs **Front** Rear 360mm carbon-ceramic discs Standard, with Brake Assist

CABIN NOISE

Idle 54dB Max revs in 3rd gear 86dB 30mph 66dB 50mph 73dB 70mph 86dB

SAFETY

ABS, ESP, ASR, EBD, Brake Assist, Collision Prevention Assist Plus crash mitigation **EuroNCAP crash rating Not tested**

EMISSIONS & TAX

219g/km CO2 emissions Tax at 20/40% pcm na

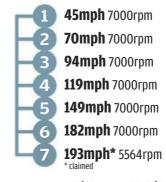
ACCEL FRATION

ACCELERATION		
MPH	TIME (sec)	
0-30	1.7	
0-40	2.3	
0-50	2.9	
0-60	3.6	
0-70	4.5	
0-80	5.4	
0-90	6.5	
0-100	7.8	
0-110	9.2	
0-120	11.1	
0-130	13.1	
0-140	15.4	
0-150	18.5	
0-160	22.2	

ACCELERATION IN GEAR

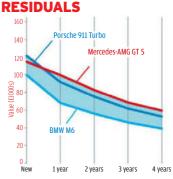
MPH	2nd	3rd	4th	5th	6th	7th	
20-40	1.6	2.4	-	-	-	-	
30-50	1.3	1.8	2.7	3.6	-	-	
40-60	1.4	1.8	2.4	3.0	3.9	-	
50-70	1.7	1.8	2.4	3.0	3.9	5.5	
60-80	-	1.8	2.3	3.0	3.9	5.6	
70-90	-	2.0	2.3	3.1	4.0	5.9	
80-100	-	-	2.5	3.1	4.1	6.2	
90-110	-	-	2.7	3.1	4.3	6.6	
100-120	-	-	-	3.3	4.4	7.1	
110-130	-	-	-	3.7	4.7	7.8	
120-140	-	-	-	4.4	5.0	-	
130-150	-	-	-	-	5.7	-	
140-160	-	-	-	-	-	-	

MAX SPEEDS IN GEAR



RPM in 7th at 70/80mph = 2018/2306

RESIDUALS



Should hold its value well compared with some rivals. Expect the new Audi R8 to be even stronger, though.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the GT, contact Mercedes-Benz UK Ltd, Delaware Drive, Tongwell, Milton Keynes (08081 556 535, mercedes-benz.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 065 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).



Read all of our road tests autocar.co.uk

Mercedes-AMG GT

AUTOCAR VERDICT ★★★★☆

Refined looks disguise a hardcore soul. It's loutish but hard not to like



ith the body structure of a supercar, an engine from a muscle saloon, suspension tuned for maximum attack on the track and yet the practicality and sophistication of an elegant coupé, the GT is an even more bewildering addition to the sports car world than the SLS was. It's a wonderful addition, though - and a gleefully exciting and expressive one, with its heart not so much worn on its sleeve as riveted to its forehead.

Superbly dramatic performance and handling would make driving this car a truly box-office event every day. There would be times when you'd grow tired of its high-adrenalin temperament and lack of civility, sure, but the highs would outweigh those occasions. It's capable of involvement more vivid than some supercars at twice the price. We wish it had greater fluency and delicacy, but owning one would make life in a Porsche 911 Turbo, or any number of its imitators, seem tame.

TESTERS' NOTES



MATT **SAUNDERS** The boot is wide and fairly long -

but shallow. GT owners will learn pretty quickly to pack for the weekend in soft, squidgy bags, I suspect.



NIC **CACKETT** I find it hard to believe. but AMG

offers an even stiffer suspension tune than our test car's. It comes packaged with intelligent engine mounts, as part of the Dynamic Plus Package. The one I'd like is a 'comfort' set-up.

SPEC ADVICE

All of the wheels available on the GT S are the same size. so just pick the ones you most like the look of. AMG's Premium Pack, performance seats and sports tyres are wise options. There's little competition on colour: burnished yellow 'Solarbeam' beats the lot.

JOBS FOR THE FACELIFT

- Take some pace and power assistance out of the steering.
- Work on the ride; it'll be too hardcore for a great many.
- Put some aggression back into the styling.



Model Power

0-60mph Top speed (claimed) Fuel economy (combined) Kerb weight (claimed) CO₂/tax band



1st	No. of Street, or other	CH
1		-
4		(Class)

PORSCHE
911 Carrera GTS
£91,098
424bhp at 7500rpm
325lb ft at 5750rpm
4.4sec (claimed, to 62mph)
190mph
29.7mpg
1490kg
223g/km, 37%

With the GT3 now dead, it's the definitive 911. Communicative. vivacious, usable. The doyen.



AGUAR	ASTON MARTIN
-Type R Coupé	V12 Vantage S
85,010	£138,000
42bhp at 6500rpm	565bhp at 6750rpm
02lb ft at 3500rpm	457lb ft at 5750rpm
.2sec (claimed, to 62mph)	3.9sec (claimed, to 62mph)
86mph	205mph
5.4mpg	19.2mpg
550kg	1665kg
59g/km, 37%	343g/km, 37%

Loud, lairy and long-nosed, so a Our fave Vantage just happens kindred spirit for a Merc-AMG GT, to be the pricey one. Engine but cheaper and better to drive. and chassis are both superb.



MERCEDES-AMG
GTS
£110,500
503bhp at 6250rpm
479lb ft at 1750-4750rpm
3.6sec
193mph
30.1mpg
1645kg
219g/km, 37%

Effusive mechanical character delivered with knockout punch, but not quite enough delicacy.



	BMW
	i8
	£104,540
Ī	357bhp at 5800rpm
Ī	420lb ft at 3700rpm
	4.5sec
	155mph (limited)
	134.5mpg
	1560kg
	49g/km, 5%

BMW's new-age sporting hero remains utterly singular and refreshing. Lacks cutting edge.

YOUR VIEWS Write to Autocar autocar@haymarket.com

LETTER OF THE WEEK

Up for phone parking

Doug Revolta wonders if controlling your car with your smartphone would be a short-lived gimmick (News, 24 June).

Not for me it wouldn't and I guess not for many others, too. How many of us have garages that can accommodate a car but are too narrow to allow you to get out of the car once it is inside?

Getting a car easily in and out of my garage has been on my problemsolving list for ages. All sorts of electrically powered devices have been thought of and discarded, but now Jaguar Land Rover has the answer. Bring it on now. Just think how many extra parking spaces could be created if all cars parked this way.

Malcolm Jennings via email



PETROLS ARE SCARCE

The 'petrol or diesel' debate rolls on and James Ruppert recommends petrol when buying used (Deals, 8 July).

This is not always easy. Aiming to replace my ageing 'premium' estate, I found only wall-to-wall 2.0 diesels.

Eventually, one 2.0 petrol turned up, and this proved to be a Ruppertsized bargain, being a main dealer ex-demonstrator with 72 miles (yes, 72). I got an effectively new car for 30% under list. Presumably, no one else wanted petrol.

Incidentally, I scoured Autocar for figures, road tests and impressions of this class of vehicle and drew a blank. The only petrols you seem to look at are AMG, Audi S/RS and BMW M, and every comparison test has the same old list of 2.0 diesels over and over.

Not all of your readers are business buyers or well-off performance fanatics.

Some of us would appreciate views on other variations occasionally, even if they are a minority choice.

J Oldaker

Nuneaton, Warwickshire We aim to drive most derivatives of a model over the course of its life. Reviews that haven't featured in the mag can often be found at autocar.co.uk - MB

RIGHT OF WAY

Don't you just love television adverts? The new ad for the Citroën C4 Cactus shows people jumping into the car via the windows. It goes on to show the car going along a mountain road, which curves gently to the left. When the driver switches on the sat-nay, it shows the road curving gently to the right. I hope they were okay.

Bob Duck

via email



Patrik: cheaper Dino, no Ferrari badges

DINO SHOULD BE ACCESSIBLE

I can't help but feel the new Ferrari Dino being talked about is going in the wrong direction. Ferrari talks of not wanting the car to be cheap. The whole idea of the original Dino was that it was affordable.

However, this car sounds like it will cost nearly the same as the California convertible. Who wants to pay that much for a car with a six-cylinder engine?

How about a back-to-basics Ferrari. without so much electronics, with a V6 turbo and the focus on low weight and handling (that is, a Dino)?

At around half the intended price, it could be badged and sold as a 'Dino' not a 'Ferrari' and wouldn't dilute the Ferrari brand. I don't understand Ferrari's marketing strategy on this one at all.

Patrik Askert

via email

BIGGER ISN'T BETTER

I confess to feeling a little schadenfreude at your choice of larger wheels, instead of the standard ones, on your Volkswagen Golf R long-term test car. This car needs bigger wheels as much as it needs flame graphics down the side, and a big 'whale tail' spoiler on the back.

I'm not sure what you thought you were gaining with this option, but it's a shame to hear you have lost the motorway cruise comfort. It's part of the joy of this car - a normal

AUTOCAR What you're saying on autocar.co.uk Vehicle tax to be overhauled

That's right: make it complicated so no one will understand it and it'll keep thousands of civil servants gainfully employed.

LP in Brighton

The fact that this is deemed as 'helping the motorist' shows how out of touch with motorists they are. Mini2

If we're moving to a real 'road tax', everyone should pay broadly



similar fees. A hybrid wears out the road as much as a non-hybrid.

He has basically introduced a flat-rate

tax where for most cars there was none before. 230SL

The new system will favour the government. **Fadvadv**





commuter/family car when needed or a wolf for those fun times.

Bill Barker

Derby

GT3 NOT FOR ME

I think a better name for the subject of road test 5224 (Autocar, 8 July) would be 'Bentley Continental OTT', not GT3. Good luck to the 34 UK buyers, though.

Once upon a time, Autocar was able to include a picture of the engine compartment and, once upon a time, a Bentley's engine compartment was a thing of wonder. Times have changed and I suppose that soon there will be no access, like our fridge freezer's works.

Bryan Baker

Maldon, Essex

DON'T DO IT, MINI

After reading your article about Mini's desire to move upmarket, I think it would



be a big mistake (News, 8 July). The Mini brand's success has in my view been down to building a wide model range at a relatively affordable price.

If Mini tries to move upmarket, the prices will rise and, with respect, the brand is never going to be prestigious enough to compete with established prestige brands.

The company has established itself as a quality product somewhere between mainsteam and prestige and has a large customer base. It would be daft to risk all this to try to move upmarket.

Nik Crosthwaite

via email

BRAND AID

When will Mini owner BMW stop going on about the Mini brand's core values when the cars it produces couldn't be farther from the original? And to add insult to injury, it is going to make the Countryman even bigger.

Tom Piggott

via email

DEVIL'S IN THE DETAIL

We drive a 50,000-mile, three-yearold Volkswagen Up that will soon need replacement. I therefore turned with interest to the near-full page update on how you are getting on with your Renault Twingo long-term test car (Our Cars, 8 July).

The entire article commented only on the Twingo's iPhone compatibility. Yes, I know that some people are interested in these things but come on: Autocar is a car magazine.

James Ross

Storrington, West Sussex

The point of our long-term updates is that they focus on different facets of living with a specific car over several articles. You can also check out our road test team's full verdict on the car online at autocar.co.uk - MB

Inside the magazine – on sale 5 August



Honda Civic Type R Our experts assess every detail of the potent front-drive hatch



Nissan Juke R 2.0

Extreme Nismo-enhanced junior soft-roader put through its paces



Auction stations

Steve Cropley takes a look behind the scenes at a car auction



Volvo V60 Cross Country Does this rugged makeover for the estate make any sense?

CITROEN

FERRARI

FORD

FORD

HYUNDAL

KIA SOUL EV

A week in the life of Autocar's fleet

Barnaby Jones Stan Papior

Dan Trent

Lewis Kingston Steve Cropley

Luc Lacev

Aaron Smith Hilton Holloway

Audi TT Roadster and Coupé

FIRST/FINAL REPORT As our coupé reaches the end of its time with us, we're replacing it with a roadster - and the differences aren't necessarily the ones that you'd imagine



ike a nightclub bouncer on a busy Friday night, I appear to be operating a strict one-in, one-out policy when it comes to Audi TTs. The 2.0-litre turbo petrol coupé that I've been running for six months has left the building, to be replaced by a 2.0-litre turbo petrol roadster.

On the face of it, not much beyond the flexibility of roof is different. Both cars have the same engine with the same power output. But whereas the coupé drove all four wheels through a dualclutch automatic gearbox, this roadster has a six-speed manual change and drives the front wheels only.

Intriguingly, having the folding roof but not having the quattro drivetrain or auto 'box means that the two are exceedingly close on base list price. The coupé was £35,335, the roadster £34,651. Audi knows how to do options, though, and the application of those makes the two TTs feel a

surprising distance apart when it comes to perceived quality.

This roadster has had around £5000 worth of options added, taking its retail price to £40,315 on the road. The coupé had nearly £11,000 of options and would have left a showroom at £46,185. And I'm not sure if it's the leather seats the coupé had, the fact that it had a solid roof, the more muscular appearance of its 20in wheels versus the roadster's 19s (both are non-standard, though), or maybe the keyless go that the roadster doesn't have, but the coupé just felt like a more premium product. It felt easily as classy as a Porsche Cayman, yet I'm not sure I'd say that the new roadster feels as classy as a Boxster. It's curious how very small details can make a big difference to the feel of things.

In actual feel, the two are relatively different, too. I like cars on big wheels, because I'm prepared to sacrifice ride quality for aesthetics, but I won't lie to



LAND ROVER

LEXUS

MAZDA

MAZDA



RANGE ROVER

RENAULT

RENAULT

SEAT **LEON**

SKODA

SKODA

SUZUKI

VOLKSWAGEN





























Matthew Burrow

Mark Tisshaw





Mark Pearson

Andrew Frankel

Steve Cropley

Tom Webster











you: on 20in rims, the coupé was quite firm around town. I got used to it pretty quickly, mind, so it never bothered me. But even though there's only an inch of difference in rim diameter, the new roadster is far, far smoother. Perhaps the torsional rigidity has something to do with it, too, because the difference is marked. Both cars run on S line suspension, so it's not as if there's a change there.

Otherwise, the two feel broadly similar. Obviously, they're similarly quick, but both steer lightly and positively and have a pleasing engine response and note. The DSG gearbox made the coupé feel that bit more alert - shifting down more quickly than you could slot a downshift on a sixspeed manual – and its all-wheel drive powertrain was excellent for winter traction. In short, it felt like a slightly keener driver's car than the roadster, which is, I suppose, as it should be.

During its six months with us, the coupé proved to be a pretty pain-free experience. I took it from barely run in to 8857 miles, which wouldn't have necessitated a trip to the dealer were it not for the TT's only niggle. The door speaker grille started rattling, but it was put back in place under warranty with minimal hassle. It needed nothing else, and during the test it returned 29.2mpg. Given that I do a fair bit of town driving alongside the big motorway journeys. it's unsurprising that it's a little shy of the 32.6mpg True MPG figure we recorded - and of course, it's a long way short of the 44.1mpg official figure.

The roadster looks like it's shaping up similarly in more ways than one. For a start, it's returning 28.9mpg at the moment, although I'll be interested to see how that pans out; the roadster bears the weight penalty of the hood but not the drag penalty of the four-wheel drive, so its economy ought to be the

same. And secondly, there's a curious rattle from one of the doors, near the speakers. I suspect that the clips holding the door card in place commonly aren't quite strong enough and it works free. Or that there's another common thing between these two cars: I play music too loudly in them.

stan.papior@haymarket.com

Audi TT Roadster 2.0 TFSI S line Price £34,651 Price as tested £40,315 Extras MMI Navigation Plus £1495, 19in

alloy wheels £450, automatic lights, wipers and mirrors £110, Storage and Luggage Pack £175, LED interior lighting £270, S line suspension no-cost option, heated front seats £325, front centre armrest £175, leather package £395, electronic climate control £595, Audi sound system £270, wind deflector £425, rear parking sensors £430 **Economy** 28.9mpg **Faults** Door speaker rattle (unfixed) Expenses None

AUDI TT 2.0 TFSI quattro S line S tronic

TEST STARTEL	ON 15.1.15	
Mileage at start	1016	
Mileage at end	8857	
PRICES		
List price then	£35,335	
List price now	£35,410	
Price as tested	£46,185	
Dealer value now	£39,000	
Private value now	£37,750	
Trade value now	£36,500	

Technology Package (satellite navigation, Audi connect) £1795, Comfort and Sound Package (B&O stereo, upgraded climate control, rear parking sensors, armrest) £1590, leather seats £1390, electric front seats £995, LED headlights £945, 20in alloy wheels £850, metallic paint £545, keyless start £455, extended leather trim £420, front parking sensors and interior display £410, heated front seats £325, Audi Phone Box £325, LED interior lights £270, silver-coloured interior $trim\,\pounds250$, Storage and Luggage Pack £175,

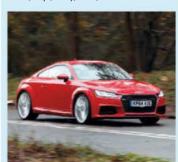
automatic wipers/lights/dimming mirrors £110 CONSUMPTION AND RANG 43.5mpg Claimed economy **Fuel tank** 55 litres Test average 29.2mpg Test best 33.2mpg Test worst 27.6mpg

Real-world range	353 miles
TECH HIGHLIG	HTS
0-62mph	5.3sec (claimed)
Top speed	155mph
Engine	4 cyls in line, 1984cc,
	turbo, petrol
Max power	228bhp at 4500-6200rpm
Max torque	273lb ft at 1600rpm
Transmission	6-spd dual-clutch automatic
Boot	305 litres
Wheels	9Jx20in
Tyres	255/30 ZR20
Weight	1335kg
SERVICE AND	RUNNING COSTS

Contract hire	£514 per month
CO ₂	153g/km
Service costs	None
Other costs	None
Fuel costs	£1478
Running costs inc fuel	£1478
Running cost per mile	18.8 pence
Depreciation	£8435
Cost per mile inc dep'n	£1.26
Faults	Speaker rattle (fixed under warranty, no charge)

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Mileage 13,100 Our accommodating estate takes a trip to Cornwall – and suffers for it

oor Barnaby hasn't seen much of his Audi A6 Avant recently. There's an almost inexhaustible gueue of people waiting to take it for various weekend and holiday trips, so when my ticket came up, I loaded the big estate and headed as far south-west as it's possible to go in England: Land's End.

The car swallowed enough clothes and supplies to last me and my fellow holiday-goers for a week, and even with all four occupants on board there was still more than enough space in the luxurious and comfortable cabin.

The real beauty of the A6, of course, is how effortlessly it manages megamile motorway journeys, and this time was no different. Its smooth-changing automatic transmission and quiet diesel motor got us to Cornwall in record time.

For the next few days, I was pleasantly





surprised at how engaging the A6 felt $\,$ on Cornwall's twisty country roads. Despite its low-CO2, economically minded pretences, it's still a surprisingly entertaining car to drive - and one that masks its size well.

And then it happened. I was reversing the A6 around a particularly tight corner one evening when I heard a telltale scrape and knock. Sure enough, I'd backed the car just a little too far and reversed right into a steep grass verge at the side of the road.

A quick inspection revealed that one of the car's chromed exhaust tips was hanging off rather precariously. Some light fettling later and the offending part was back in place, where it remained until we arrived back in London.

Over the next few days, though, it came loose time and again, meaning a trip to a dealer was required. We took the car to Walton Audi in Surrey; they replaced the chrome exhaust trim. the plastic surround and the clips that hold it all place, at a total cost of just under £475. Yes, that's expensive, but it's a lot less than the cost of an insurance claim would have been in the long run. darren.moss@haymarket.com

Price £38,400 Price as tested £40,515 Economy 40.8mpg Faults None Expenses AdBlue £54.66, accident repair work £472.56 Last seen 24.6.15



Mileage 5155

I usually go camping in my Volkswagen Syncro van. I hate the hassle of putting up tents, but the Syncro is big enough to house a full-width rock'n'roll bed, removing tents from the equation completely. It also has the peace of mind of four-wheel drive to tackle

the mud of Britain's campsites.

The Syncro's tent-on-wheels formula is one that, on paper, is closely matched by the Leon X-Perience. The Seat is big enough to squeeze a bed into and it has the security of fourwheel drive. It needed to go camping.

Our trip to the New Forest was on

one of those rare summer weekends where the sun shone and the ground was hard, so there was no chance to churn up muddy fields with the Seat's four-wheel drive system - much to the campsite owner's relief, no doubt.

Even so, the Leon X performed well as a posh tent. The boot wasn't quite wide enough for the airbed to be fully inflated, but that only meant it was squashed, thicker and even comfier. I could fully stretch out and the seats even folded flat with some weight on them. It became quite hot as the sun rose the next morning, so I closed the windows, took advantage of the air-con and forgot I was surrounded by barking dogs and noisy children.

The Leon X's looks were a hit among the New Forest's camping bourgeoisie. The brown paintwork makes it look grown-up and expensive, although the smart alloys need respect when tackling bumps and kerbs, and that's at odds with the carefree nature suggested by the four-wheel drive and raised ride height.

The engine was also refined enough

on tickover not to annoy anyone when we left it running to charge the coolbox and, more important, smartphones, which we needed for Google Maps. The Seat's sat-nav isn't remotely close in quality to the phone app, although that problem is common across the industry.

ben.summerell-youde@haymarket.com

Seat Leon X-Perience SE Technology 2.0 TDI

Price £26,370 Price as tested £28.285 Economy 48.5mpg Faults None Expenses None Last seen 1.7.15



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THE LOG BOOK



Hvundai i20

Mileage 6446 Last seen 8.7.15 In the past week, our i20's practicality has been thoroughly tested. It helped a housemate up sticks and then took my grandmother food shopping a few days later, with airport runs in between. Its class-leading 326-litre boot handled the food shop and my suitcase easily. With the seats folded flat, it swallowed everything my housemate could throw at it, too. AS

ost of my time in the Focus is spent shuffling around in an orderly fashion averaging 60mpg or so. If that sounds a bit dull, it's because it is. Anyway, the Ford is unblinkingly adept at this, although I'm aware that there's more to its repertoire than light-footed commuting. If it's any consolation, much of the time I try not to slow down for corners.

Which brings us neatly to its steering. Now, I'm not an Autocar road tester, but I hope that doesn't disqualify me from making at least a subjective assessment of how the Focus steers. Bear with me, and if you think I'm talking nonsense I'd welcome your feedback.

Compared with the previous Focus, which had a hydraulically assisted set-up, the current car's steering. which is of the electrically assisted sort, feels slightly stickier around the straight-ahead and a touch oversensitive directly off it. With me at the wheel, this can manifest as a faint. nervous instability. On a motorway with a crosswind, for example, I'm more aware of the need to recorrect overcorrections than I would otherwise expect to be. It's far from dramatic or extreme - it's not like the car is zigzagging across three lanes of the M40 - but the fact that I'm aware of it at all is worthy of note

Wash-wipe often leaves a smear across the windscreen



Likewise, in gently sweeping, longradius turns where you're not applying much lock. I find I can end up making a series of tiny, staccato inputs instead of holding the wheel in a constant offcentre position. This irks me slightly because I've always taken pride in having a steady hand on the tiller.

When you're making a steering input beyond the first few degrees off centre, the Focus turns accurately and willingly. There's great grip and the car adopts a strongly front-biased but nicely controlled attitude. The steering

> isn't as feelsome as that of a Focus of old, though, and there's no real sensation of a progressive build-up towards understeer until the nanosecond before it starts to happen. The wheel weights up nicely, but there's a pokerfaced sense of detachment through the rim, although once you're used to that, you can live with it quite happily.

So to other matters. As the upper edges of

windscreens have receded further back into rooflines, windscreen wipers have had an increasingly difficult job to do. The problem seems to be that as wiper blades have lengthened to cover a taller swept area (specifically on the passenger side), there isn't enough downward leverage in their mechanisms to ensure that the far end of the blade is pressed down hard enough against the screen for an effective wipe. So it is with the Focus (although it's hardly the only offender). The left-hand wiper is fine at clearing rain, but trying to washwipe muck away often leaves a smear just above the passenger's eyeline. One solution is to drive really fast so wind pressure forces the wiper harder against the screen, but this isn't always practical and it plays havoc with the fuel economy. A better solution is needed. tim.dickson@haymarket.com

Ford Focus 1.5 TDCi Zetec

Price £19,495 Price as tested £21,670 **Economy** 59.5mpg Faults None Expenses None Last seen 8.6.15



Renault Mégane Trophy

Mileage 6541 Last seen 24.6.15 It may seem churlish, but the difference between the multimedia system's 'home' and 'menu' buttons continues to irritate. 'Home' only provides access to a couple of key functions, notably the sat-nav and radio. For anything else (media, for example), you need to push 'menu', which then provides a proper home screen. Intuitive, it isn't. NC



Citroën C4 Cactus

Mileage 5225 Last seen 24.6.15 The Cactus is not only fun to look at, but it's also fun to drive and appears to have everything I need in a car in one cute yellow package. Everything in the cabin seems to be in the right place and within easy reach. My two boys, aged nine and six, were in awe of its curvy exterior and, of course, the "bumpers", and it certainly turned a few heads when I arrived to pick them up from school. MH



Buy, buy, Miss American Pie

US family cars from the 2000s make distinctive and cheap used buys. James Ruppert reports

hatever happened to the family car? I suppose it has all but disappeared. Meanwhile, families have gone off and embraced those people-carrying sports utility monsters.

However, one country that has never forgotten about the family car is the United States. The funny thing is that in the 2000s, they tried to remind us what they were all about with some of the oddest and most forgettable motors, which now make great-value used buys.

I'd completely forgotten about the Chevrolet Epica, as did most buyers when it was new. In the great scheme of ginormous and anonymous family cars, it was all right, being as big as a Ford Mondeo, with room for absolutely everyone inside. It was comfortable and had a ton of equipment. Basic LS spec had cruise control, air-con, electric windows, alloy wheels and electric door mirrors. You could go for a diesel or petrol one, but no one wanted either.

Now, though, you can bag a 2009 diesel example in leathered-up VCDi LT trim with 100,000 miles on the clock for just under £2000. If you want a lower-mileage example with one careful OAP owner, pay no more than £3500.

Then there's the Chrysler Sebring. Another big, dumb family car, it came with a 2.0 petrol or diesel engine, or a 2.4 automatic, and probably wasn't as well finished as the European or Japanese equivalents. But all it had to be was family friendly, and it still is.



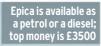
The Sebring is another American car that is big on the outside and the inside, with masses of standard kit thanks to the one-trim-fits-all (Limited) policy. There seems to be more of them around than most other American cars, and the prices are a bit firmer. A 2007 one starts at £2500, and £3000 gets you a clean, tidy example with a warranty. Top money is £4000, and then you get into the questionable convertibles.

You can bag a 2009 Chevrolet Epica in leathered-up VCDi LT trim with 100k miles on the clock for just under £2k











BANGERNOMICS BEST BUYS

READER'S CAR: BMW 3 SERIES COUPE

Josh Williams decided to bid online for a 230,000-mile E36-generation 318iS coupé and paid just £300. The car came with a 12-month MOT certificate (no advisories) and four new tyres. Almost everything worked, including the air-con. Josh always intended to have fun with the car. "I booked a track day at Llandow circuit in Wales and had an absolute blast," he says. "I used it back and forth to work for a while due to it being much more economical than my 135i. I only sold it a few days ago and I'm pining for it already."

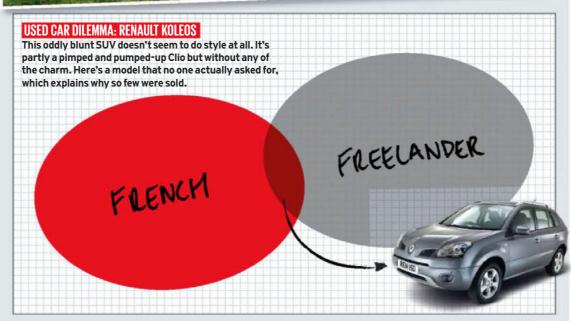
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Then there is the related and wonderfully odd Dodge Avenger. I love the fact that it resurrected the name 'Avenger', and 'Dodge' is pretty cool, too. People who can drive properly reckon the Avenger isn't great from behind the wheel or all that refined, but here's another great big car designed for family fun. The SE is well equipped, but the SXT has even more toys to play with. There only seems to be a handful around now, and you will have to pay £3000 for an as-new 2007 example.

So what is now rental fodder from the late 2000s to the Americans is still perfectly acceptable (and not a Ford Mondeo) to us. Dare to be different, then, and get yourself one of these disappearing Yanks.







Porsche 928 (1978-1995)

The iconoclastic 928 oozed style and its curvaceous shape cocked a snook at the straight-line thinking of the 1970s.

Its 4.5-litre V8 went against the zeitgeist, too, and its front location and liquid cooling defied Porsche's own conventions. Its speed matched its looks: 0-60mph in 6.5sec and 155mph flat out. Much else was good. There was an

optional automatic gearbox (most chose it), perfect weight distribution and sticky Pirelli P7s. Its aerodynamic body had integrated plastic bumpers and the interior used refreshing op-art fabrics.

Buy one in reasonable condition for £10k and up. Try to find an earlier car, though. Later models were faster but fatter, and not nearly as cool.

Alfa Romeo GTV Spider (1995-2006)

This was Italian drop-top style, all the way from its quad headlights and triangular grille to its pert, kicked-up rump.

The engines were good, too: either the lively 150bhp 2.0-litre Twin Spark or the 218bhp 3.0-litre V6. With the larger unit, the Spider was a 150mph flyer and 0-60mph was dispatched in just 6.5sec.

It had engaging handling and very

quick steering so it felt surprising agile. Many preferred the balance of the Twin Spark car, but on a winding road either will stir your soul. Such beauty comes at a price, though: its Coupé sibling was stiffer in the body and better to drive.

Prices start low, from £2k, but avoid examples without a history. Hoods are expensive, so check carefully.







Bentley Arnage (2002-2009)

Big and butch, the imperious Arnage has old-school style by the bucket load. And power, too. It packs a 459bhp twin-turbo 6.75-litre V8 under its elegant bonnet – enough to waft this 2.5-tonne luxury monster from zero to 60mph in just 5.5sec. It'll accelerate like a locomotive all the way to 170mph.

It corners pretty well, too, and,

provided you have the skills and the space, it can even be made to drift.

Inside is a surprisingly intimate cocoon of leathery opulence, with all the usual wood trimmings. Bits might fall off here and there but that's all part of its charm.

Pick one up now from as little as £25k, but expect running costs, like everything about this car, to be huge.

Fiat Coupé (1993-2000)

Controversial designer Chris Bangle penned the Coupé, its slashes hinting at the art of the Italian Spatialists.

Beautiful details included a cast alloy petrol cap, bubble headlights and round Ferrari-esque tail-lights. Inside was a Pininfarina-designed interior of sporting appeal, featuring a body-coloured metal dashboard and door caps.

Early cars used the firm's exemplary

2.0-litre in-line fours, but later models upped the ante with new five-cylinder engines, topped by the 217bhp turbo model. Thus equipped, this likeable four-seater could see off 0-60mph in 6.5sec and reach 155mph. Handling was spirited, surefooted and fun.

Prices vary considerably depending on condition, but £2k buys a good one. Avoid modified cars.



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***	Inherently dangerous/unsafe. Tragically, irredeemably flawed.
****	, ,
MMMMM	Appalling. Massively
.	significant failings.
****	Very poor. Fails to meet any
	accepted class boundaries.
****	Poor. Within acceptable
	class boundaries in a few areas. Still
	not recommendable.
****	Off the pace. Below average in
	nearly all areas.
***	Acceptable. About average in key areas, bu
	disappoints.
***	Competent. Above average
	in some areas, average in others.
	Outstanding in none.
****	Good. Competitive in key areas.
****	Very good. Very competitive
	in key areas, competitive in
	secondary respects.
****	Excellent, Near class
	leading in key areas, and in some
	ways outstanding.

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	dynamic benchmark	7
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	1.4 140 M'air TCT OV Line	£
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	GIULIETTA 5dr hatch Stylis	
	hatch. A new era for Alfa	7
	2.0 JTDM 175 Excl. TCT	£
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<b>B3 CONVERTIBLE 2dr ope</b>	en Rapid	, usab	le, che	aper	1.4 TFS
alternative to an M3.	**	k da	۲.		1.8 TF
3.0 S Biturbo	£56450		225		1.8 TFS
B3 TOURING 5dr estate R				per	1.8 TFS
alternative to an M3.	£51350	30/	225 225		1.8 TF:
3.0 S Biturbo  B5 4dr saloon Huge pace, but					1.6 TD
dynamics	± ★ ★			iiiy	1.6 TD
B5 Biturbo	£71950	507	252	-	2.0 TD
B5 Biturbo	£71950	500	252	-	2.0 TD
B5 TOURING 5dr estate H	uge pace	, but le	t dow	n by	2.0 TD
uninvolving dynamics	**				2.0 TD
B5 Biturbo	£71950	500	255	-	A3 40

tile best cully	ant And by min		A 10		L.U IDI IU
T		£51500	237 159	50	2.0 TDI 18
				_	2.0 TFSI 3
LPINA					1.2 TFSI 11
2dr coupé	Rapid, usable	and cheaper	alternativ	e to	1.2 TFSI 11
13		***			1.4 TFSI 12
S Biturbo			394 224		1.4 TFSI 12
	Rapid, usable			re to	
13		***			1.4 TFSI 15
S Biturbo			394 224		1.4 TFSI 15
	IBLE 2dr op			aper	
rnative to an	M3.				1.8 TFSI 18
S Biturbo					1.8 TFSI 18
	5dr estate			per	
rnative to an	M3.	***			1.8 TFSI 18
S Biturbo		£51350	394 225	-	1.6 TDI 110
	Huge pace, b	ut let down b	y uninvolvi	ng	
amics		***	☆☆		1.6 TDI 110
Biturbo		£71950	507 252	-	2.0 TDI 15
Biturbo		£71950	500 252	-	2.0 101 15
	5dr estate			ı by	
	mics	***			2.0 TDI 15
Biturbo			500 255		
	Makes sense				
JK		***	☆☆		1.4 TFSI 15
V8 Switch-tr	onic	£95850	500 282	-	1.6 TDI 110
AO 2MILCII-LI	UIIIC LWD	Z700JU	JUU 202	-	1.8 TFSI 18 1.8 TFSI 18
	Precise dyna				1.8 TFSI 18
	t engine	***	<b>★☆</b>		1.8 TFSI 18
) Biturbo				50	2.0 300 q
	Rapid, usable			re to	
15		***			1.4 TFSI 15
Bi-Turbo					1.8 TFSI 18
	Alpina's first S				1.6 TDI 110
	desirable		**		2.0 TDI 15
XD3		£54950	345 -	49	2.0 TDI 18
				_	2.0 TDI 18
RIEL					2.0 TDI 18
OM Odr ope	n Superbike i	ast track me			2.0 TDI 18
larating as ca	ırs get	***	<b>★</b> ☆		A3 5drs

ATOM Udr open Superbike f			
exhilarating as cars get	***		7
245	£29321	245	-
300	£34319	300	-
ASTON MARTIN			
RAPIDE 4dr saloon Four-d			
cal, but just as charming	***	<b>★☆</b>	7
5.9 V12 S	£149995	550	355
VANTAGE 2dr coupé Stuni	ning Brit spo	rts ca	r. V12 i
a new benchmark for Aston	***	<b>★☆</b>	7
4.7 V8	£84995	420	299
4.7 V8 S	£99995	430	299
5.9 V12 S	£138000	565	388 5

	Make and M	Price	Bhp CO. q/km	Insurance gr	Make and M
ı	<b>VANTAGE ROAD</b>	STER 2dr open Dr	op-top s	uits	1.2 TFSI 110 Sport
	the Vantage's relaxed				1.2 TFSI 110 S line
	4.7 V8	£98995	420 2	99 -	1.4 TFSI 125 SE
	4.7 V8 S	£110700			1.4 TFSI 150 SE ACT
	5.9 V12 S				1.4 TFSI 150 Sport ACT
					1.4 TFSI 150 S line ACT
	dynamically	***			1.4 TFSI 150 e-tron
	5.9 V12				1.8 TFSI 180 quattro Sport
		nchanting looks, but ri			
	Manual the best	***			
	5.9 V12				1.6 TDI 110 Sport
ı	VANQUISH 2dr c			itish	
	roads. Looks the busi				2.0 TDI 150 SE Technik
	5.9 V12	£189995	565 3	35 -	
	AUDI			_	2.0 TDI 184 quattro Sport
			_		2.0 TDI 184 S line
		's answer to the Mini. F	un and r	etined	A3 CABRIOLET 2dr open
	****	04/700	400.4		the usual sacrifices make it fun fro
	1.4 TFSI 125 Sport	£16730			
	1.4 TFSI 125 S line	£18725			
	1.4 TFSI 150 S line	£19520			
	2.0 TFSI 231 S1 1.6 TDI 116 SE	£25420			
					1.8 TFSI 180 Sport Au
	1.6 TDI 116 Sport 1.6 TDI 116 S line	£17405 £19400			
		Rear doors add conve			2.0 IDI 150 SE 2.0 TDI 150 Snort

7	MI JUI HOLCH MUUIS OHSWELLO	tile milli. r	uii aiiu	. ren	lleu	A3 CABRIOLE I Zui Upi
0	<b>★★★★☆</b>					the usual sacrifices make it f
6	1.4 TFSI 125 Sport	£16730	123	115	21	1.4 TFSI 150 S line
1	1.4 TFSI 125 S line	£18725	123	117	21	1.4 TFSI 150 SE
9	1.4 TFSI 150 S line	£19520	148	112	25	1.4 TFSI 150 Sport
0	2.0 TFSI 231 S1	£25420	228	162	33	1.8 TFSI 180 S line Au
	1.6 TDI 116 SE	£15430	114	92	19	1.8 TFSI 180 Sport Au
	1.6 TDI 116 Sport	£17405	114	92	19	2.0 TDI 150 S line
0	1.6 TDI 116 S line	£19400	114	93	19	2.0 TDI 150 SE
0	A1 5dr sportback Rear doors	add conve	nience	to a	n	2.0 TDI 150 Sport
6	attractive package	***	**			1.8 TFSI 180 Sport
6	1.4 TFSI 125 Sport	£17350	123	118	21	1.8 TFSI 180 quattro Sport
3	1.4 TFSI 125 S line	£19345	123	119	21	1.8 TFSI 180 S line
3	1.4 TFSI 150 S line	£20140	148	112	25	1.8 TFSI 180 quattro S line
3	2.0 TFSI 231 S1	£26155	228	166	33	2.0 TFSI 300 quattro S3
3	1.6 TDI 116 SE	£16050	114	92	19	1.6 TDI 110 SE
3	1.6 TDI 116 Sport	£18025	114	92	19	1.6 TDI 110 Sport
6	1.6 TDI 116 S line	£20020	114	93	19	1.6 TDI 110 S line
6	A3 3dr hatch Classy interior,	stable han	dling a	nd g	ood	2.0 TDI 184 Sport
6	engines. Second only to the Golf	***	**			2.0 TDI 184 S line
0	1.2 TFSI 110 SE	£18615	108	117	17	2.0 TDI 184 quattro S line
0	1.6 TDI 110 ultra SE Technik	£21615	108	89	17	2.0 TDI 184 quattro Sport
0	2.0 TDI 184 quattro S line	£29945	148	129	26	A4 4dr saloon Highly con
	2.0 TDI 184 quattro Sport	£27795	148	127	26	leaves the dynamic finesse to
	2.0 TDI 184 S line	£27035	148	114	28	2.0 TDI 150 Black Edition
0	2.0 TDI 184 Sport	£24885	148	112	27	2.0 TDI 150 S line
	2.0 TFSI 300 quattro S3	£30980	296	162	36	2.0 TDI 150 SE
	1.2 TFSI 110 Sport	£20015	108	117	17	2.0 TDI 150 SE Technik
	1 0 TECH 110 C II	022125	100	114	10	0.0 TRI 177 CF T L-:II-

	2.0 TFSI 300 quattro S3	£30980	296		
l	1.2 TFSI 110 Sport	£20015			
	1.2 TFSI 110 S line				
	1.4 TFSI 125 SE	£19915	123	122	18
	1.4 TFSI 125 Sport	£21315	123	122	19
	1.4 TFSI 125 S line	£23465	123	124	20
	1.4 TFSI 150 SE ACT	£20765	148	109	23
	1.4 TFSI 150 Sport ACT	£22165	148	109	23
	1.4 TFSI 150 S line ACT	£24315	148	111	24
	1.8 TFSI 180 Sport	£23905	178	135	26
	1.8 TFSI 180 quattro Sport	£26830	1/8	149	21
	1.8 TFSI 180 S line	£26055	1/8	135	21
	1.8 TFSI 180 quattro S line	£29055	178	153	28
	1.6 TDI 110 ultra SE	£20865	108	89	17
	1.6 TDI 110 Sport	£22265	108		
	1.6 TDI 110 S line		108		
	2.0 TDI 150 SE	£22215			
	2.0 TDI 150 SE Technik	£22965			
	2.0 TDI 150 Sport	£23615			
	2.0 TDI 150 S line	£25765			21
	A3 4dr saloon All the A3's star				
	saloon body. S3 great looking				
	1.4 TFSI 150 ACT Sport	£23335	1/10	110	
	1.6 TDI 110 S line	£25585	108	106	
	1.6 TDI 110 S line 1.8 TFSI 180 quattro S line	£25585 £30225	108 178	106 153	28
	1.6 TDI 110 S line 1.8 TFSI 180 quattro S line 1.8 TFSI 180 quattro Sport	£25585 £30225 £28000	108 178 178	106 153 149	28 25
	1.6 TDI 110 S line 1.8 TFSI 180 quattro S line 1.8 TFSI 180 quattro Sport 1.8 TFSI 180 Sport	£25585 £30225 £28000 £25075	108 178 178 178	106 153 149 135	28 25 23
	1.6 TDI 110 S line 1.8 TFSI 180 quattro S line 1.8 TFSI 180 quattro Sport 1.8 TFSI 180 Sport 2.0 300 quattro S3	£25585 £30225 £28000 £25075 £33580	108 178 178 178 178 296	106 153 149 135 164	28 25 23 36
	1.6 TDI 110 S line 1.8 TFSI 180 quattro S line 1.8 TFSI 180 quattro Sport 1.8 TFSI 180 Sport 2.0 300 quattro S3 2.0 TDI 150 Sport	£25585 £30225 £28000 £25075 £33580 £24785	108 178 178 178 178 296 148	106 153 149 135 164 107	28 25 23 36 23
	1.6 TDI 110 S line 1.8 TFSI 180 quattro S line 1.8 TFSI 180 quattro Sport 1.8 TFSI 180 Sport 2.0 300 quattro S3 2.0 TDI 150 Sport 1.4 TFSI 150 ACT S line	£25585 £30225 £28000 £25075 £33580 £24785 £25485	108 178 178 178 296 148 148	106 153 149 135 164 107 112	28 25 23 36 23 24
	1.6 TDI 110 S line 1.8 TFSI 180 quattro S line 1.8 TFSI 180 quattro Sport 1.8 TFSI 180 Sport 2.0 300 quattro S3 2.0 TDI 150 Sport 1.4 TFSI 150 ACT S line 1.8 TFSI 180 S line	£25585 £30225 £28000 £25075 £33580 £24785 £25485 £27225	108 178 178 178 296 148 148 178	106 153 149 135 164 107 112 135	28 25 23 36 23 24 24
	1.6 TDI 110 S line 1.8 TFS1 180 quattro S line 1.8 TFS1 180 quattro Sport 1.8 TFS1 180 Sport 2.0 300 quattro S3 2.0 TDI 150 Sport 1.4 TFS1 150 ACT S line 1.6 TDI 110 Sport	£25585 £30225 £28000 £25075 £33580 £24785 £25485 £27225 £23435	108 178 178 178 296 148 148 178 108	106 153 149 135 164 107 112 135 104	28 25 23 36 23 24 24 17
	1.6 TDI 110 S line 1.8 TFS1 180 quattro S line 1.8 TFS1 180 quattro Sport 1.8 TFS1 180 Sport 2.0 300 quattro S3 2.0 TDI 150 Sport 1.4 TFS1 150 ACT S line 1.8 TFS1 180 S line 1.6 TDI 110 Sport 2.0 TDI 150 S line	£25585 £30225 £28000 £25075 £33580 £24785 £25485 £27225 £23435 £26935	108 178 178 178 296 148 148 178 108 148	106 153 149 135 164 107 112 135 104 108	28 25 23 36 23 24 24 17 24
	1.6 TDI 110 S line 1.8 TFSI 180 quattro S line 1.8 TFSI 180 quattro S line 1.8 TFSI 180 Sport 1.8 TFSI 180 Sport 2.0 300 quattro S 3 2.0 TDI 150 Sport 1.4 TFSI 150 ACT'S line 1.6 TDI 110 S port 2.0 TDI 150 S line 2.0 TDI 150 S line 2.0 TDI 154 Sport	£25585 £30225 £28000 £25075 £33580 £24785 £2785 £27225 £23435 £26935 £26055	108 178 178 178 296 148 148 178 108 148 181	106 153 149 135 164 107 112 135 104 108 112	28 25 23 36 23 24 24 17 24 27
	1.6 TDI 110 S line 1.8 TFSI 180 Quattro S line 1.8 TFSI 180 Quattro S line 1.8 TFSI 180 Quattro S port 1.8 TFSI 180 Sport 2.0 300 quattro S3 2.0 TDI 150 Sport 1.4 TFSI 150 ACT S line 1.4 TFSI 180 S line 1.5 TDI 110 Sport 2.0 TDI 184 Sport 2.0 TDI 184 Sport 2.0 TDI 184 Sport 2.0 TDI 184 S line	£25585 £30225 £28000 £25075 £33580 £24785 £25485 £27225 £23435 £26935 £26055 £28205	108 178 178 178 296 148 148 178 108 148 181	106 153 149 135 164 107 112 135 104 108 112 114	28 25 23 36 23 24 24 17 24 27 28
	1.6 TDI 110 S line 1.8 TFSI 180 quattro S line 1.8 TFSI 180 quattro S line 1.8 TFSI 180 Sport 1.8 TFSI 180 Sport 2.0 300 quattro S 3 2.0 TDI 150 Sport 1.4 TFSI 150 ACT'S line 1.6 TDI 110 S port 2.0 TDI 150 S line 2.0 TDI 150 S line 2.0 TDI 154 Sport	£25585 £30225 £28000 £25075 £33580 £24785 £2785 £27225 £23435 £26935 £26055	108 178 178 178 296 148 148 108 148 181 181	106 153 149 135 164 107 112 135 104 108 112 114	28 25 23 36 23 24 27 27 28 26

	A3 Jul Hatell Classy Hiteriol,	2fanis Hallalli	iy ailu yoou	2.0 IDI 104 SPUIT	LJUL4J	101	111 30	2.0 101	111 40	attio black cuit	LJ0J40	113	134 20
	engines. Second only to the Golf	***	r☆	2.0 TDI 184 S line	£32395	181	119 31	2.0 TDI	177 qu	attro S line	£35465	175	134 28
	1.2 TFSI 110 SE	£18615 1	08 117 17	2.0 TDI 184 quattro S line	£35435	181	134 31	2.0 TDI	177 qu	attro SE	£32475	175	134 27
	1.6 TDI 110 ultra SE Technik	£21615 1	08 89 17	2.0 TDI 184 quattro Sport	£33285	181	132 30	2.0 TDI	177 qu	attro SE Technik	£33825	175	134 27
	2.0 TDI 184 quattro S line	£29945 1-	48 129 26	A4 4dr saloon Highly compete	ent and qua	ality la	iden:	2.0 TDI	177 SE	Technik	£32170	175	120 28
	2.0 TDI 184 quattro Sport	£27795 1-	48 127 26	leaves the dynamic finesse to its				2.0 TFS	1 225 a	uattro Black Edi	£37325	222	164 33
	2.0 TDI 184 S line		48 114 28	2.0 TDI 150 Black Edition	£31005					uattro S line	£36370		159 33
	2.0 TDI 184 Sport		48 112 27	2.0 TDI 150 S line	£30230					uattro SE	£33260		152 33
	2.0 TFSI 300 quattro S3		96 162 36	2.0 TDI 150 SE	£28855		127 23			uattro SE Techni			159 33
			08 117 17	2.0 TDI 150 SE Technik	£30275		127 23			ack Edition	£38485		129 30
	1.2 TFSI 110 Sport												
	1.2 TFSI 110 S line		08 114 18	2.0 TDI 177 SE Technik	£29620		120 27			attro Black Edit			164 35
	1.4 TFSI 125 SE		23 122 18	2.0 TFSI 225 quattro Black Edi			155 33			uattro S5 Black	£44065		184 41
	1.4 TFSI 125 Sport		23 122 19	2.0 TFSI 225 quattro S line	£34500			1.8 TFS			£26780		136 26
	1.4 TFSI 125 S line		23 124 20	2.0 TFSI 225 quattro SE	£31645			1.8 TFS			£28550		136 26
	1.4 TFSI 150 SE ACT		48 109 23	2.0 TFSI 225 quattro SE Techni	£32945			1.8 TFS	l 170 S I	line	£31540		136 27
	1.4 TFSI 150 Sport ACT	£22165 1	48 109 23	1.8 TFSI 120 SE	£24385	118	151 19	3.0 TFS	1 333 q	uattro S5	£42990	328	184 40
	1.4 TFSI 150 S line ACT	£24315 1-	48 111 24	1.8 TFSI 120 SE Technik	£25685	118	151 19	2.0 TDI	177		£29050	175	120 27
	1.8 TFSI 180 Sport	£23905 1	78 135 26	1.8 TFSI 120 S line	£27240	118	151 20	2.0 TDI	177 SE		£30820	175	120 27
	1.8 TFSI 180 quattro Sport	£26830 1	78 149 27	1.8 TFSI 120 Black Edition	£28015	118	151 20	2.0 TDI	177 S I	ine	£33810	175	120 28
	1.8 TFSI 180 S line	£26055 1	78 135 27	1.8 TFSI 170 SE	£26000	168	134 25	3.0 TDI	204 S I	line	£37410	201	129 30
	1.8 TFSI 180 quattro S line	£29055 1	78 153 28	1.8 TFSI 170 SE Technik	£27420	168	134 24	3.0 TDI	245 au	attro S line	£41090		159 34
	1.6 TDI 110 ultra SE			1.8 TFSI 170 S line	£28855		134 26			High class, good			
	1.6 TDI 110 Sport			1.8 TFSI 170 Black Edition	£29630		134 26			ian V6 Cab	***		10 33
	1.6 TDI 110 S line		08 107 18	3.0 V6 333 S4	£39610					ack Edition			134 27
	2.0 TDI 150 SE		48 108 21		£40685			1.8 TFS			£31790		134 27
				3.0 V6 333 S4 Black Edition									
	2.0 TDI 150 SE Technik		48 108 23	2.0 TDIe 136 SE Technik	£28600		112 23			uattro Black Edi			161 34
	2.0 TDI 150 Sport		48 108 21	2.0 TDIe 136 SE	£27600		112 23			uattro S line	£36620		157 33
	2.0 TDI 150 S line		48 109 21	2.0 TDI 163 Ultra SE	£28320					uattro SE	£33995		149 33
	A3 4dr saloon All the A3's sta			2.0 TDI 163 Ultra SE Technik	£29740			1.8 TFS			£29200		134 27
	saloon body. S3 great looking	***		2.0 TDI 177 S line	£31175		120 27	3.0 TFS			£43790		184 41
	1.4 TFSI 150 ACT Sport		48 110 23	2.0 TDI 177 Black Edition	£31950		120 28			5 Black Edition	£44865		184 42
	1.6 TDI 110 S line	£25585 1	08 106 18	2.0 TDI quattro 177 SE	£29880	175	134 27	4.2 V8	RS5		£59920	444	246 45
	1.8 TFSI 180 quattro S line	£30225 1	78 153 28	2.0 TDI quattro 177 SE Technik	£31180	175	134 27	2.0 TDI	163 Ult	tra SE	£31590	161	109 28
	1.8 TFSI 180 quattro Sport	£28000 1	78 149 25	2.0 TDI quattro 177 S line	£32735	175	134 27	2.0 TDI	177 SE		£31470	175	120 28
	1.8 TFSI 180 Sport	£25075 1	78 135 23	2.0 TDI quattro 177 Black Edit	£33510	175	134 28	2.0 TDI	177 S I	ine	£34060	175	120 29
	2.0 300 quattro \$3		96 164 36	3.0 TDI quattro 245 SE	£35360	237	149 33	2.0 TDI	177 Bla	ack Edition	£35135	175	120 29
	2.0 TDI 150 Sport		48 107 23	3.0 TDI quattro 245 S line	£38215		149 33			attro SE	£33125		134 28
	1.4 TFSI 150 ACT S line		48 112 24	3.0 TDI quattro 245 Black Edit			149 34			attro S line	£35715		134 28
	1.8 TFSI 180 S line		78 135 24	A4 AVANT 5dr estate Highl							£36790		134 29
	1.6 TDI 110 Sport		08 104 17	laden; leaves dynamic finesse to				3.0 TDI			£37660		129 30
	2.0 TDI 150 S line			1.8 TFSI 170 SE Technik			141 24			ack Edition	£38735		129 30
	2.0 TDI 184 Sport		81 112 27	2.0 TDI 150 Black Edition	£32305		124 24				£41340		158 35
										attro S line			
	2.0 TDI 184 S line		81 114 28	2.0 TDI 150 S line	£31530		124 23			attro Black Ed'			162 35
	2.0 TDI 184 quattro Sport		81 127 26	2.0 TDI 150 SE	£30155						Appealing.		
	2.0 TDI 184 quattro S line		81 129 26	2.0 TDI 150 SE Technik	£31575		130 23			sprung trim's best			
	A3 5dr sportback Classy into			2.0 TDI 177 SE Technik	£30920			1.8 TFS			£35570		143 29
	good engines. Second only to the			2.0 TFSI 225 quattro Black Edi						line Special Ed	£36695		143 29
	1.4 TFSI 125 S line		23 124 20	2.0 TFSI 225 quattro S line	£35800		159 33	2.0 TDI			£37515		129 27
	1.4 TFSI 125 Sport		23 122 19	2.0 TFSI 225 quattro SE	£32945		159 32			ine Special Edi	£38520		132 27
ı	1.8 TFSI 180 quattro S line	£29675 1	78 153 28	2.0 TFSI 225 quattro SE Techni	£34245	222	159 33	2.0 TDI	150 SE		£34265	148	123 27
	1.8 TFSI 180 S line	£26675 1	78 135 27	3.0 TDI 245 quattro S line	£39550	237	154 33	2.0 TDI	177 S I	ine Special Edi	£38950	175	127 30
	1.8 TFSI 180 Sport		78 135 26	3.0 TDI 245 quattro SE	£36695		154 33			uattro S line	£41980		167 37
	2.0 TDI 150 S line		48 109 21	3.0 TFSI 333 quattro S4 Blk Ed						uattro S line Sp	£42870		175 37
	2.0 TDI 150 SE			1.8 TFSI 120 SE	£25685					uattro SE	£38615		160 37
	2.0 TDI 150 Sport			1.8 TFSI 120 SE Technik	£26985			2.0 TFS			£38860		152 36
	2.0 TDI 184 quattro S line			1.8 TFSI 120 S line	£28540						£39830		157 36
	2.0 TFSI 300 quattro S3			1.8 TFSI 120 Black Edition	£29315			2.0 TFS			£35575		144 35
	1.2 TFSI 110 SE			1.8 TFSI 170 SE							£42680		
	1.L 11 31 110 3E	L17LJJ	00 111 11	1.0 11 31 11 U 3E	FF1313	130	141 23	J.U 1 DI	LU4 3 I	me sheriai rai	747000	£01	130 34

	Ē	듄	8	<u>=</u>	₩ X	Ē	듄	8	-
	£20635	108	117	17	1.8 TFSI 170 S line	£30170	158	141	2
	£22745	108	114	18	1.8 TFSI 170 Black Edition	£30945	158	141	2
	£20535	123	122	18	3.0 TFSI 333 quattro S4	£40910	328	180	3
	£21385	148	112	23	4.2 V8 RS4	£56595	444	249	4
	£22785	148	112	23	2.0 TDIe 136 SE	£28900	134	116	2
	£24935	148	114	24	2.0 TDIe 136 SE Technik	£29900	134	116	2
	£35340	201	37	29	2.0 TDI 163 Ultra SE	£29620	161	114	2
	£27450	178	149	27	2.0 TDI 163 Ultra SE Technik	£31040	161	114	2
	£21485	108	89	17	2.0 TDI 177 S line	£32475	175	126	2
	£22235	108	89	17	2.0 TDI 177 Black Edition	£33250		126	
	£22885	108	105	17	2.0 TDI 177 quattro SE	£31180		139	
	£25035	108	107	18	2.0 TDI 177 quattro SE Technik	£32480			
	£23585	148	108	23	2.0 TDI 177 quattro S line	£34035	175	139	2
	£25505	175	112	27	2.0 TDI 177 quattro Black Edit	£34810	175	139	2
	£28415	175	127	26	3.0 TDI 245 quattro Black Edit			154	
	£27655	175	114	28	A4 ALLROAD 5dr estate R	lugged 4x4	4 A4. P	ricey	
	A measu				<b>★★★☆☆</b>				
f	ree 🛨				2.0 TFSI 225 quattro			164	
	£29675				2.0 TDI 177 quattro	£32680		153	
	£26125				3.0 TDI V6 245 quattro	£38265		161	
	£27525				A5 5dr sportback Refined for				or
	£32895		133		on charm or finesse	***			
	£30745		133		1.8 TFSI 170 Black Edition	£32615		136	
	£31125		115		1.8 TFSI 170 SE Technik	£29900		136	
	£27575		113		2.0 TDI 136 ultra	£28195			
	£28975		113		2.0 TDI 136 ultra S line				
	£29265		140		2.0 TDI 136 ultra SE	£30435	138	109	
	£32225		154		2.0 TDI 136 ultra SE Technik	£31385		109	
	£31415	178	140	31	2.0 TDI 150	£30100	148	127	2

Price

£34415 £34415 £39245 £26225 £27625 £29775 £30245

113 111 20	AT ALLICOND our coluct	naggea 1711	N-1.11	iccy	
red success, but	<b>★★★☆☆</b>				
<b>★★★☆</b>	2.0 TFSI 225 quattro	£34515	222	164	3
148 118 26	2.0 TDI 177 quattro	£32680	175	153	2
148 116 24	3.0 TDI V6 245 quattro	£38265	242	161	3
148 116 25	A5 5dr sportback Refined fo	ur-door cou	ipe, bu	t sho	ori
178 133 29	on charm or finesse	***	**		
178 133 29	1.8 TFSI 170 Black Edition	£32615	168	136	2
148 115 27	1.8 TFSI 170 SE Technik	£29900	168	136	2
148 113 24	2.0 TDI 136 ultra	£28195	138	117	2
148 113 25	2.0 TDI 136 ultra S line	£32265	138	117	2
178 140 29	2.0 TDI 136 ultra SE	£30435	138	109	2
178 154 29	2.0 TDI 136 ultra SE Technik	£31385	138	109	2
178 140 31	2.0 TDI 150	£30100	148	127	2
178 157 32	2.0 TDI 150 Black Edition	£35935	148	131	2
296 165 42	2.0 TDI 150 S line	£34980	148	127	2
108 110 17	2.0 TDI 150 SE	£31870	148	127	2
108 110 18	2.0 TDI 150 SE Technik	£33340	148	127	2
108 112 20	2.0 TDI 177 Black Edition	£34885	175	120	2
181 117 30	2.0 TDI 177 quattro Black Edit	£36540	175	134	2
181 119 31	2.0 TDI 177 quattro S line	£35465	175	134	2
181 134 31	2.0 TDI 177 quattro SE	£32475	175	134	2
181 132 30	2.0 TDI 177 quattro SE Technik	£33825	175	134	2
uality laden;	2.0 TDI 177 SE Technik	£32170	175	120	2
<b>★★★☆</b>	2.0 TFSI 225 quattro Black Edi	£37325			
148 119 24	2.0 TFSI 225 quattro S line	£36370	222	159	3
148 119 23	2.0 TFSI 225 quattro SE	£33260	222	152	3

2.0 TFSI 225 quattro S line	£36370	222 159 33
2.0 TFSI 225 quattro SE	£33260	222 152 33
2.0 TFSI 225 quattro SE Techni	£34730	222 159 33
3.0 TDI 204 Black Edition	£38485	201 129 30
3.0 TDI 245 quattro Black Edit	£42010	242 164 35
3.0 TFSI 333 quattro S5 Black	£44065	328 184 41
1.8 TFSI 170	£26780	168 136 26
1.8 TFSI 170 SE	£28550	168 136 26
1.8 TFSI 170 S line	£31540	168 136 27
3.0 TFSI 333 quattro S5	£42990	328 184 40
2.0 TDI 177	£29050	175 120 27
2.0 TDI 177 SE	£30820	175 120 27
2.0 TDI 177 S line	£33810	175 120 28
3.0 TDI 204 S line	£37410	201 129 30
3.0 TDI 245 quattro S line	£41090	242 159 34
A5 2dr coupé High class, good		
coupe better than V6 Cab	***	<b>★</b> ☆
1.8 TFSI 170 Black Edition	£32865	168 134 27
1.8 TFSI 170 S line	£31790	168 134 27
O O TECH OOF DII- E-II	COZEZE	222 171 24

2.0 TFSI 225 quattro Black Edi	£37575	222 161 34
2.0 TFSI 225 quattro S line	£36620	222 157 33
2.0 TFSI 225 quattro SE	£33995	222 149 33
1.8 TFSI 170 SE	£29200	168 134 27
3.0 TFSI 333 S5	£43790	328 184 41
3.0 TFSI 333 S5 Black Edition	£44865	328 184 42
4.2 V8 RS5	£59920	444 246 45
2.0 TDI 163 Ultra SE	£31590	161 109 28
2.0 TDI 177 SE	£31470	175 120 28
2.0 TDI 177 S line	£34060	175 120 29
2.0 TDI 177 Black Edition	£35135	175 120 29
2.0 TDI 177 quattro SE	£33125	175 134 28
2.0 TDI 177 quattro S line	£35715	175 134 28
2.0 TDI 177 quattro Black Edit	£36790	175 134 29
3.0 TDI 204 S line	£37660	201 129 30
3.0 TDI 204 Black Edition	£38735	201 129 30
3.0 TDI 245 quattro S line	£41340	242 158 35
3.0 TDI 245 quattro Black Ed'	£42260	242 162 35

powered, steel-sprung trim's best	***	<b>★☆</b>		
1.8 TFSI 170 S line	£35570	168	143	29
1.8 TFSI 170 S line Special Ed	£36695	168	143	29
2.0 TDI 150 S line	£37515	148	129	27
2.0 TDI 150 S line Special Edi	£38520	148	132	27
2.0 TDI 150 SE	£34265	148	123	27
2.0 TDI 177 S line Special Edi	£38950	175	127	30
2.0 TFSI 225 quattro S line	£41980	222	167	37
2.0 TFSI 225 quattro S line Sp	£42870	222	175	37
2.0 TFSI 225 quattro SE	£38615	222	160	37
2.0 TFSI 225 S line	£38860	222	152	36
2.0 TFSI 225 S line Special Ed	£39830	222	157	36
2 N TESI 225 SF	£35575	222	144	35



With many standard features. Including extra headroom.

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Make and Mode	Price	ghb	CO ₂ g/km Insurance group	Make and Model	Price	Bhp	CO ₂ g/km Insurance group	Make and Model	Price	Bhp	CO ₂ g/km Insurance group	Make and Model	Price	Bhp	CO ₂ g/km Insurance group
.0 TDI 245 quattro S line Spe	£46110	242	173 40	2.0 TFSI 180 quattro S line	£32190	176	155 27	FLYING SPUR 4dr saloon	A genuin	e luxur	- 1	2 SERIES GRAN TOURE	R 5dr mpv	Seve	n-seat
	E32320 E47035		143 28 189 42	2.0 TFSI 180 quattro S li Plus 2.5 TFSI 340 quattro RS	£34540 £45540		161 28 203 37	Superb inside. As it should be 4.0 V8	£136000		254 50	MPV worthy - but expensive. And 218i SE	d weird ★ 7 £24175	<b>★ ★</b>	
.2 V8 RS5	£69555	444	249 47	2.0 TDI 150 SE	£26920	148	119 20	6.0 W12	£140900	616	343 50	218i Sport	£25425	134	123 -
	E34575 E37825		127 29 127 30	2.0 TDI 150 quattro SE 2.0 TDI 150 S line	£28480 £29470		131 20 122 21	6.0 W12 Mulliner	£150220	616	343 50	218i Luxury 218i M Sport	£26175 £27175	134	
.0 TDI 204 S line	£41555	201	138 33	2.0 TDI 150 quattro S line	£31030	148	134 21	BMW				220i Sport	£27490	187	145 -
.0 TDI 245 quattro S line :  .6 4dr saloon The best sprung	E45220 Audi salo		167 39 Id one of	2.0 TDI 150 quattro S li Plus 2.0 TDI 184 quattro SE	£33380 £29280		140 21 139 24	1 SERIES 3dr hatch Measu comfort now. Still no 3 Series	res up on sp		Id	220i Luxury 220i M Sport	£28240 £29240	187 187	145 - 149 -
ne most appealing full stop.	***	<b>★☆</b>		2.0 TDI 184 quattro S line	£31845		143 24	118i SE	£20245		125 18	216d SE	£25110		
.0 BiTDI 320 quattro Black Ed ! .0 BiTDI 320 quattro S line !	E48990		164 44 159 43	2.0 TDI 184 quattro S li Plus Q5 5dr 4x4 Exceptionally good	£34195 I handlin		148 25 SUV, but	118i Sport 118i M Sport	£21245 £23075		129 18 133 19	216d Sport 216d Luxury	£26360 £27110	114	
	E43135		127 35	very compromised ride 2.0 TFSI 180 quattro S line PI	* * 7			120i Sport	£23295		136 21	216d M Sport	£28110	114	
	E44895 E42720		138 40 133 39	2.0 TFSI 180 quattro SE	£36270 £31370		174 29 174 28	120i M Sport 125i M Sport	£24995 £26375		139 22 157 28	218d SE 218d Sport	£26255 £27505		
	E40195 E46455		133 39 138 42	2.0 TFSI 180 quattro S line 2.0 TFSI 225 quattro SE	£33770 £32845		174 29 173 29	M135i 116d SE	£31200 £21180		188 37 94 15	218d Luxury 218d M Sport	£28255 £29255		
	E56545		214 42	2.0 TFSI 225 quattro S line	£35300		179 29	116d ED Plus	£22030	114	89 15	220d xDrive Sport	£32005	187	129 -
	E32295 E34820		113 32 114 33	2.0 TFSI 225 q'tro S line Plus 2.0 TDI 150 quattro SE	£37800 £31720		181 30 147 21	116d Sport 116d M Sport	£22180 £23880		103 15 106 16	220d xDrive Luxury 220d xDrive M Sport	£32755 £33885	187 187	129 - 134 -
	E36995		119 33	2.0 TDI 150 quattro S line	£34120		150 21	118d SE	£22325		104 19	3 SERIES 4dr saloon A ne			
	E38435 E40960		122 34 122 35	2.0 TDI 150 quattro S line Plu 2.0 TDI 177 quattro SE	£36655 £32610		152 22 154 24	118d Sport 118d M Sport	£23325 £25025		109 19 114 20	in every regard 320d Efficient Dynamics Busin	★★★ es£30175		109 31
.0 TDI 272 quattro SE	£41755	268	133 41	2.0 TDI 177 quattro S line	£35010	175	154 25	120d Sport	£24775	187	114 24	320d xDrive SE	£30975	181	128 30
.0 TDI 272 quattro S line	E44280 E46465		133 42 159 43	2.0 TDI 177 q'ttro S line Plus 3.0 TDI 245 quattro SE	£37510 £38370	175	154 25 169 33	120d M Sport 125d M Sport	£26475 £29800		118 25 121 30	325d Luxury 325d M Sport	£33905 £33705		
6 AVANT 5dr estate A capa	ble stress	buste		3.0 TDI 245 quattro S line	£40770	241	169 34	1 SERIES 5dr hatch Measu	res up on sp	oace ar		325d SE	£31275	218	129 35
giant killer .O BiTDI 320 quattro Black Ed	★ ★ ★ F53330		169 44	3.0 TDI 245 q'ttro S line Plus 3.0 BiTDI 313 S05	£43270 £44785		169 34 174 41	comfort now. Still no 3 Series 118i SE	★ ★ ★ £20775		125 18	335d xDrive Luxury 335d xDrive M Sport	£41720 £41520		145 43 145 43
	E51040		164 43		els its bu			118i Sport	£21775		129 18	ActiveHybrid 3 Luxury	£43900		
	E45185 E46960		130 35 144 40	Land Rover is better 3.0 TDI 204 S line Plus	★★7 £51155		189 37	118i M Sport 120i Sport	£23605 £23825		133 19 136 21	ActiveHybrid 3 M Sport ActiveHybrid 3 SE	£43700 £41385		141 39 139 38
	E44770		138 39	3.0 TDI 245 S line Plus	£52585	237	195 41	120i M Sport	£25525		139 22	316i ES	£24255		138 23
	E42245 E48520		138 39 144 42	3.0 TDI 245 S Line Sport Editi	£55585 £54085		195 41 195 41	125i M Sport M135i	£26905 £31730		157 28 188 37	316i SE	£25105 £25405		138 23 138 23
	E78790		223 50	3.0 TDI 245 S Line Style Editi 4.2 TDI 340 S line Plus	£62220		242 46	116d SE	£21710		94 15	316i Sport 320i SE	£27270	181	148 30
	E58545 E34345		219 47 118 32	4.2 TDI 340 S Line Sport Editi 4.2 TDI 340 S Line Style Editi	£65220 £63720		242 47 242 47	116d ED Plus 116d Sport	£22560 £22710	114 114	89 15 103 15	320i Sport 320i Luxury	£27570 £29805	181 181	148 30 151 31
	E36870		119 33	3.0 TDI 204 SE	£43895		189 35	116d M Sport	£24410		106 16	320i M Sport	£29605	181	151 31
	E39045 E40485		124 33 125 34	3.0 TDI 204 S line 3.0 TDI 245 S line	£46655		189 36	118d SE 118d Sport	£22855 £23855		104 19 109 19	320i xDrive SE	£28805 £29105	181 181	159 30 159 30
	E43010		125 35	4.2 TDI 340 S line	£48085 £57720		195 40 242 45	118d M Sport	£25555		114 20	320i xDrive Sport 320i xDrive Luxury	£31305	181	162 31
	E43805 E46330		138 41 138 42	TT 2dr coupé TT finds its mojo now an equal to the obvious prest				120d Sport 120d M Sport	£25305 £27005		114 24 118 25	320i xDrive M Sport 328i SE	£31105 £30470	181 242	162 31 149 35
	E48515		164 43	2.0 TFSI Sport	£29915		141 35	120d xDrive M Sport	£30055		124 24	328i Sport	£30770		
	gged 4x4 ★ ★ ★	A6. E	en more	2.0 TFSI Sport quattro 2.0 TFSI S line	£32860 £32465		153 37 141 35	120d xDrive Sport 125d M Sport	£28355 £30330		119 24 121 30	328i Luxury 328i M Sport	£33005 £32805		
.0 TDI 218 quattro	£45755		149 39	2.0 TFSI S line quattro	£35410	228	153 38	2 SERIES 2dr coupé A pro	per compac	t coup	é now.	335i Luxury	£38465	302	188 38
	E49455 E47315		149 39 149 42	2.0 TFSI 310 quattro TTS 2.0 TDI Ultra Sport	£38945 £29810		168 45 116 34	M235i is one of the best BMWs p 225d M Sport	eriod ** £32120		125 33	335i M Sport M3	£38265 £56595		188 38 204 45
.0 TDI 272 quattro Sport	E51015	268	149 42	2.0 TDI Ultra S line	£32360	181	116 35	220i Sport	£26195	215	146 25	316d ES	£26275	114	109 20
	E52125 E55825		172 44 172 43	TT ROADSTER 2dr open TT's fine looks - but still hugely co	Takes th mnetent			220i M Sport 228i M Sport	£27545 £28410		149 26 155 30	316d SE 316d Sport	£27125 £27425		109 20 109 20
7 SPORTBACK 5dr hatch	A good m	ix of I		2.0 TDI ultra 184 S line	£34545	181	114 36	M235i	£34540	326	189 39	318d SE	£28375	141	119 24
	<b>★ ★ ★</b> £53045		182 44	2.0 TDI ultra 184 Sport 2.0 TFSI 230 quattro S line	£31995 £37595		114 35 158 39	218d SE 218d Sport	£24415 £25415		119 20 119 20	318d Sport 318d Luxury	£28675 £30875		119 24 122 25
O TFSI 333 quattro Black Edi	E55395	328	182 44	2.0 TFSI 230 quattro Sport	£35045	228	158 38	218d M Sport	£26765	141	123 21	318d M Sport	£30675	141	122 25
	E45915 E48705		124 37 128 38	2.0 TFSI 230 S line 2.0 TFSI 230 Sport	£34650 £32100		144 38 144 37	220d Sport 220d M Sport	£27015 £28365		112 26 115 27	320d Efficient Dynamics 320d SE	£29475 £29475	161	109 31 120 31
O TDI 218 quattro SE Executi	E47670	215	138 41	2.0 TFSI 310 TTS	£41130	306	173 43	2 SERIES 2dr open Doesn'	t quite repli			320d Sport	£29775	181	120 31
	E50480 E52830		142 41 142 42	R8 2dr coupé Usable, but no lo ic for it. V10 is brutal	ess invol			coupe's verve, but still good * 220d M Sport	£31315	181	124 27	320d Luxury 320d M Sport	£31975 £31775	181 181	123 32 123 32
O TDI 272 quattro SE Executi	E50255	268	138 43	4.2 FSI 430 V8	£93785	424	332 50	220d Sport	£29965	181	121 27	320d xDrive Sport	£31275	181	128 30
.0 TDI 272 quattro S line .0 TDI 272 quattro Black Edit	E53060 E55410		142 43 142 44	5.2 FSI 525 V10 5.2 FSI 550 V10 Plus			346 50 346 50	220i M Sport 220i Sport	£30530 £29180		161 29 157 28	320d xDrive Luxury 320d xDrive M Sport	£33475 £33275	181 181	128 31 128 31
O BiTDI 320 quattro S line	E56730	316	167 45	R8 SPYDER 2dr open Great	noise, a	nd lose	s little of	228i M Sport	£31550	242	163 33	330d SE	£34675	255	129 38
.0 BiTDI 320 quattro Black Ed : 8 4dr saloon Stylish, comfort:				the coupe's poise 4.2 FSI 430 V8	£10243	5 424	337 50	M235i 220i Luxury	£37715 £30180	215	161 28	330d Luxury 330d M Sport	£37305 £37105		
onvincing exec saloon	***	<b>★☆</b>		5.2 FSI 525 V10				220d Luxury	£30965	181	124 27	330d xDrive SE	£36305	255	137 40
	E62185 E64280			BAC				2 SERIES ACTIVE TOUR front-drive hatch is a proper con	ntender 🖈	**	<b>★☆</b>	330d xDrive Luxury 330d xDrive M Sport	£38805 £38605	255	139 41
.0 TFSI 245 Hybrid L	E68285	208	148 43	MONO 2dr open An F-22 Rapt better built				220i M Sport	£27540 £22475	189	142 20	3 SERIES 5dr touring Mor	e of the sam	ne. Les	s of a
O TFSI 310 quattro SE Exec !				better built Mono 2.3	£11116			218i SE 218i Sport	£23725	134	115 13	wow factor, but still as good as i 316i ES	£25570	136	142 23
.0 TFSI 435 quattro SE Exec L	E76160	429	216 49	BENTLEY				218i Luxury	£24475	134	115 14	316i SE	£26420	136	142 23
O TFSI 435 quattro Sport Exe O TFSI 520 S8	E80735	513	216 49	CONTINENTAL GT 2dr cou	n <b>é</b> Abri	lliant A	udi	218i M Sport 220i Sport	£25475 £25775	189	137 20	320d EfficientDynamics	£26720 £30775		
.3 W12 500 quattro L	E97920 E59580	493	254 50	V8-inspired reboot	**	<b>**</b>	7	220i Luxury	£26525	189	137 20	320d EfficientDynamics Busin	es£31475	161	114 31
O TDI 258 quattro SE L	E63545	254	158 46	6.0 W12 GT Speed 4.0 V8	£12385	0 500	338 50 246 50	225i xDrive Luxury 225i xDrive M Sport	£31175 £32210	227	152 24	320d xDrive SE	£31075 £32405		133 30
O TDI 258 quattro SE Exec L	E66150	247 25.4	158 46	4.0 V8 S	£13900	0 521	246 50	216d SE	£23410	114	99 11	320i SE	£28570		150 30
.0 TDI 258 quattro Sport Exec ! .0 TDI 258 quattro Sport Ex L !	E69750	254	158 47	6.0 W12  CONTINENTAL GT 2dr oper				216d Sport 218d SE	£24660 £24555						163 31 163 31
.2 TDI 385 quattro SE Exec	E72835	380	189 50	V8-inspired reboot	**	<b>*</b> **	7	218d Sport	£25805	148	109 16	320i xDrive SE	£30105	181	160 30
.2 TDI 385 quattro Sport Exec	E76800 E76390	380	194 50	4.0 V8 4.0 V8 S	£13625 £15290	0 500 0 521	254 50 254 50	218d Luxury 218d M Sport	£26555 £27555				£30405 £35205		
.2 TDI 385 quattro Sport Ex L	E80355	380	197 50	6.0 W12 Speed	£16790	0 616	347 50	220d Sport	£27255	187	115 21	325d M Sport	£35005	215	137 36
3 5dr 4x4 Typically refined an ore A3 than SUV	d compet ★★★			MULSANNE 4dr saloon Efformation Great driving position	rtless ar			220d Luxury 220d M Sport	£28005 £29005				£32705 £31805		
4 TFSI 150 SE	E25380	138	128 19	6.75 V8			393 -	220d xDrive Sport	£30305	187	122 20	328i Sport	£32105	242	159 34
4 TFSI 150 S line		120	131 20					220d xDrive Luxury	COLORE	107	122 21	330d xDrive SE	C27420	255	142 40



From £30,000 An electrified statement of intent. With a generous budget and modest miles in mind, the i3 is simply unbeatable. ★★★★☆



From £19,000 Audi A3 Sportback The Volkswagen Golf is our conventional hatch champ, but its sister car is almost as good if only an Audi will do. ★★★★☆



From £19,000 No, the V40 isn't perfect, but it's handsome, brilliantly well packaged and different – rare commodities. ★★★☆☆



**BMW 1 Series** From £20,000 It looks desperate from certain angles, but the BMW is still a sure bet. Arguably offers the most sporting drive. ★★★☆



**Mercedes-Benz A-Class** From £20,000 We're warming to the A-Class, although caution is still advised on how you spec it. Looks and cabin top notch. ★★★☆☆



# The Audi A3 Cabriolet Sport from £329 per month.* Includes:

► Fully-automatic acoustic hood ► 17" alloy wheels ► Front Sports seats ► What Car? Best convertible 2015



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Make and Model	Price Bhp CO ₂ g/km	Insurance group Make and Model	Price Bhp CO_2 g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price	Bhp CO ₂ g/km Insurance group
335d xDrive M Sport 335i Luxury	£42855 309 151 £39765 302 192		£35430 215 131 33 £36930 215 136 34		£36980 215 129 39 £39910 215 134 40	x3 5dr 4x4 New X3 has	an appealingly organic drive  ★★★☆	SEVEN 2dr open Pound for	nound still the most	C5 4dr saloon Spacious and interesting Mondeo rival	comfy. An	
335i M Sport	£39565 302 192		£36930 215 136 34 £37930 215 136 34		£39910 215 134 40 £39910 215 139 40	and practical body sDrive 18d SE		compelling way to spend five fi		1.6 HDi 115 VTR		107 125 20
320i Sport	£28870 181 150	30 425d M Sport	£38430 215 136 34	530d SE	£41455 241 134 43	xDrive20d SE	£33295 181 142 30	0.7 160	£14995 80 114 -	1.6 e-HDi 115 ETG6 VTR+	£23370	109 117 22
320i Luxury 320i M Sport	£31105 181 153 £30905 181 153		£40445 255 134 40 ury £41960 255 142 40		£44270 241 144 43 £48920 308 143 45	xDrive20d M Sport xDrive20d xLine		1.6 270 2.0 360		2.0 HDi 160 VTR+ 2.0 HDi 160 Excl.	£24070 £25670	
328i Luxury	£34305 242 162		port £42460 255 142 40	535d M Sport	£48920 308 148 45	xDrive30d SE	£40095 255 156 39	2.0 420	£26995 210	C5 5dr estate Spacious and		
328i M Sport	£34105 242 162 £27575 114 116				state Great overall  ★★★☆☆	xDrive30d M Sport		2.0 620R	£50000 311	interesting Mondeo rival	***	t★☆ 113 125 20
316d ES 316d SE	£27575 114 116 £28425 114 116		open A quality product to be sure, but	package. 520d the best 518d M Sport	£35865 141 127 31	xDrive30d xLine xDrive35d M Sport	£41595 255 156 40 £45695 308 157 43	CHEVROLET		1.6 HDi 115 VTR 1.6 e-HDi 115 ETG6 VTR+	£24470	
316d Sport	£28725 114 116		e has gone with the roof 🛨 🛨 🛧 🌣	530d Luxury	£46470 241 144 43		X6. Respectable enough, but	CORVETTE 2dr coupé Le		2.0 HDi 160 VTR+	£25180	
318d SE 318d Sport	£29675 141 124 £29975 141 124		£39880 181 137 31 £40380 181 137 31		£51120 308 149 45 £46945 302 179 42	the cheaper X3 is a better of xDrive20d SE		ZR1 earns an extra star 6.2 V8	★★★☆☆ £69810 460 279 50	2.0 HDi 160 Excl.  DS3 3dr hatch Jack of all tra	£26780 ades mast	
318d Luxury	£32175 141 127	25 <b>420d SE</b>	£37380 181 133 30	535i M Sport	£46945 302 179 42	xDrive20d xLine	£38395 187 142 31	6.2 V8 Convertible		styling	***	r ★ ☆
318d M Sport 320d SE	£31975 141 127 £30775 181 125		£38880 181 137 30 £40220 242 163 36		£35365 181 157 36 £38165 181 162 37	xDrive20d M Sport xDrive30d xLine	£39895 187 142 31 £45195 255 156 40	CHRYSLER		1.2 PureTech 82 DSign 1.2 PureTech 82 DSign Ice	£12865 £14720	
320d Luxury	£33275 181 128	32 428i M Sport	£40720 242 163 37	520i M Sport	£38165 181 162 37	xDrive30d M Sport	£46695 255 156 40	<b>GRAND VOYAGER 5dr m</b>		1.2 PureTech 110 DStyle S-S	£15630	109 107 19
320d M Sport 320d xDrive Sport	£33075 181 128 £32705 181 133		£37720 242 159 36 £39220 242 163 36		£38895 242 149 40 £41730 242 154 41	xDrive35d M Sport	£49295 308 157 43 table and capable . Although	equipped. Not good to drive 2.8 CRD SR	★★★☆☆ £30310 161 207 32	1.2 PureTech 110 DStyle Ice S- 1.6 VTi 120 DStyle auto	£17220 £16630	
320d xDrive Luxury	£34905 181 133	31 430d M Sport	£45700 255 144 41	528i M Sport	£41730 242 154 41	the bling M50d should be a	voided ★★★★☆	2.8 CRD Ltd	£36310 161 207 34	1.6 THP 165 DStyle Ice S-S	£17790	
320d xDrive M Sport 330d SE	£34705 181 133 £36105 255 135		£45685 302 194 39 £46185 302 194 39		£33065 141 122 30 £35865 141 127 31	xDrive50i SE xDrive50i M Sport	£60670 402 224 49 £64800 402 226 49	CITROEN		1.6 THP 165 DSire S-S 1.6 THP 165 DSport S-S	£18100 £19000	
330d Luxury	£38605 255 138		£61150 425 213 45		£34565 181 122 33		£90180 567 258 50	C-ZERO 5dr hatch Well-en	gineered electric city car.	1.6 THP 165 Ultra Prestige	£22900	
330d M Sport	£38405 255 138		£34910 181 154 30 £36410 181 158 31		£37365 181 127 34 £37365 181 127 34	sDrive25d SE	£43745 215 149 41 £47680 215 151 42	Too expensive 49kW	★★★☆☆ £26216 66 0 28	1.6 e-HDi 90 Air' DStyle 1.6 e-HDi 90 DStyle Ice	£15820 £17410	
330d xDrive Luxury 330d xDrive M Sport	£40120 255 145 £39920 255 145		£36410 181 158 31 £37410 181 158 31		£37365 181 127 34 £39310 215 136 39	sDrive25d M Sport xDrive25d SE		C1 3dr hatch The cheapest of		1.6 BlueHDi 120 DSire	£11410	
3 SERIES GT 5dr hatch		420i M Sport	£37910 181 158 31		£42125 215 141 40	xDrive25d M Sport	£50750 215 156 42 £48850 241 156 44	but noisy and basic 1.0 VTi 68 Touch	★★★☆☆ £8345 67 95 6	1.6 BlueHDi 120 DSport	£19320	
meets 3-Series talent. Duller bu 318d M Sport	£33525 141 122		£39240 218 138 34 £40755 218 143 34		£42125 215 141 40 £43655 241 139 43	xDrive30d SE xDrive30d M Sport		1.0 VTi 68 Feel		1.6 BlueHDi 120 Ultra Prestige DS3 CABRIOLET 2dr oper		
318d SE	£31275 141 122	24 <b>425d Luxury</b>	£41755 218 143 34		£46470 241 144 43	xDrive40d SE		1.0 VTi 68 Flair	£10285 67 95 7	Retains its cuteness	***	
320i M Sport 320i SE	£32155 181 155 £29905 181 155		£42255 218 143 35 £45200 255 144 40		£51120 308 149 45 ne cabin, but only seats	xDrive40d M Sport M50d		1.0 VTi 68 Airscape Feel 1.0 VTi 68 Flair S-S		1.2 PureTech 110 DStyle S-S 1.2 PureTech 82 DSign	£17745 £15325	109 107 20 81 112 12
320i xDrive Luxury	£33405 181 165	31 435d xDrive Lux	ury £49100 308 155 42	four. Poor ride and steering	****	X6 5dr 4x4 The world's f	first off-road coupé, but	1.0 VTi 68 Airscape Flair S-S	£11535 67 88 7	1.6 BlueHDi 120 DSport	£21415	118 94 26
320i xDrive M Sport 320i xDrive SE	£33655 181 165 £31405 181 165		port £49600 308 155 42 An Coupe 4dr saloon A prettier 3		£46965 241 157 43 £49465 302 192 44	appearance makes it diffict xDrive50i SE		1.2 PureTech 82 Flair C1 5dr hatch The cheapest of		1.6 THP 165 DSire S-S 1.6 THP 165 DSport S-S	£20145 £21345	
320i xDrive Sport	£32405 181 165	31 Series. Very good	l, but not better. ★★★★☆	535i M Sport	£50265 302 192 44	xDrive50i M Sport	£67450 443 227 50	but noisy and basic	****	1.6 VTi 120 DStyle auto	£18845	118 154 18
328i SE 330d xDrive M Sport	£33105 242 157 £41470 258 144		£35495 181 119 30 £33995 181 121 29		£59515 402 214 46 £60465 402 214 46	X6M xDrive30d SE		1.0 VTi 68 Feel 1.0 VTi 68 Flair		1.6 e-HDi 90 DStyle  DS4 5dr hatch Jack of all tr	£17935	
320i Sport	£30905 181 155	31 420i SE	£30125 181 149 29	520d SE	£38045 181 148 33	xDrive30d M Sport	£56100 258 159 45	1.0 VTi 68 Airscape Feel	£10995 67 95 7	styling	***	<b>* * * * *</b>
320i Luxury 328i Sport	£31905 181 155 £34105 242 157		£31660 181 153 29 £32660 181 153 29		£40845 181 144 34 £40845 181 144 34	xDrive40d SE xDrive40d M Sport		1.0 VTi 68 Flair S-S 1.0 VTi 68 Airscape Flair S-S		1.6 e-HDi 115 DSign 1.6 VTi 120 DSign	£19425 £17855	113 113 18
328i Luxury	£35105 242 157	36 420i M Sport	£33160 181 153 30	530d Luxury	£48965 241 153 44	M50d	£67175 381 174 50	1.2 PureTech 82 Flair	£11035 81 99 11	1.6 VTi 120 DStyle	£19905	118 144 15
328i M Sport 335i Luxury	£35355 242 157 £40565 302 189		£31660 181 161 30 t £33160 181 164 30		£49765 241 153 44 £51885 295 154 46	Z4 ROADSTER 2dr op cruiser than sports car	en Classy roadster. More  ★★★☆☆	C3 5dr hatch Comfortable a much fun	and well-priced but not ★★★☆☆	1.6 THP 160 DStyle Au 1.6 THP 200 DSport	£21765 £23840	161 178 21 197 149 31
335i M Sport	£40815 302 189	38 420i xDrive Luxi	ry £34160 181 164 30	535d M Sport	£52685 295 154 46	2.0 sDrive18i	£27740 154 159 33	1.2 PureTech 82 Selection	£13865 81 107 12	1.6 e-HDi 115 DStyle	£21475	113 113 18
318d Sport 318d Luxury	£32275 141 122 £33275 141 122		£34660 181 164 31 £33520 245 154 33		ed and spacious, but  ★★★★☆	2.0 sDrive18i M Sport 2.0 sDrive20i		1.6 e-HDi 90 Selection 1.0 PureTech 68 VT		1.6 e-HDi 115 DStyle ETG6 2.0 HDi 135 DStyle	£21975 £21900	
320d SE	£32375 181 130	30 428i Sport	£35020 245 156 34	ActiveHybrid 7 M Sport	£71475 459 158 48	2.0 sDrive20i M Sport	£33005 181 159 35	1.0 PureTech 68 VTR+	£12495 67 102 9	2.0 HDi 160 DStyle	£22700	161 130 23
320d Sport 320d Luxury	£33375 181 130 £34375 181 130		£36020 245 156 34 £36520 245 156 34			2.0 sDrive28i M Sport 3.0 sDrive35i M Sport		1.2 PureTech 82 VTR+ 1.6 VTi 120 Excl. Au		2.0 HDi 160 DSport  DS5 5dr hatch Design marve	£23700	
320d M Sport	£34625 181 130		£41870 306 193 36	740i M Sport	£66955 316 184 46	3.0 sDrive35iS DCT	£45955 335 211 43	1.4 HDi 70 VT	£13230 67 99 10	function so well	***	***
325d SE 325d Luxury	£34305 215 136 £36305 215 136		£42370 306 193 36 £31695 141 122 23		£69955 316 184 47 £71520 443 199 48	6 SERIES GRAN COU proves a brilliant visual cou		1.4 HDi 70 VTR+ 1.4 e-HDi 70 VTR+ ETG		1.6 THP 200 DSport 1.6 e-HDi 115 DStyle ETG6	£28920 £25890	197 155 27 113 114 18
325d M Sport	£36555 215 136	34 418d Sport	£33195 141 127 24	750i M Sport	£76795 443 199 49	640i SE	£59430 315 178 47	1.6 e-HDi 90 VTR+	£15390 89 95 18	1.6 BlueHDi 120 DSign	£23260	113 102 21
330d SE 330d Luxury	£37705 258 137 £39705 258 137		£34195 141 127 24 £34695 141 127 24		£102025 537 314 50 £104270 537 314 50	640i M Sport 650i M Sport		1.6 e-HDi 90 Excl.  C3 PICASSO 5dr mpv Qu		1.6 BlueHDi 120 DStyle 2.0 HDi 160 DStyle	£25890	113 105 22 161 128 24
330d M Sport	£39955 258 137	41 420d SE	£32495 181 111 29		£58275 255 148 45	M6	£94750 552 231 50	useful.	****	2.0 HDi 160 DSport	£28955	161 128 24
330d xDrive SE 330d xDrive Luxury	£39220 258 144 £41220 258 144		£33995 181 119 29 £34995 181 119 30		£61375 255 148 46 £63550 255 148 46	640d SE 640d M Sport		1.4 VTi 95 VT 1.6 HDi 90 Excl.		2.0 BlueHDi 180 DSport 2.0 Hybrid4 200 DSport	£31580 £33700	
335d xDrive Luxury	£44120 313 149	42 420d xDrive Spo	rt £35495 181 129 30	730Ld M Sport	£66650 255 148 46	6 SERIES 2dr coupé	Great engines and interior. More	1.6 HDi 90 VTR+	£16230 91 107 12	2.0 Hybrid4 200 DStyle	£31600	200 102 27
335d xDrive M Sport  13 5dr hatch Superb really, t	£44370 313 149				£65465 309 149 47 £70740 309 149 48	GT than sports car 640i SE	★★★☆ £59430 315 176 47	1.6 VTi 120 Excl. 1.6 VTi 120 Excl. ETG6		practical van-based MPV	5dr mpv	
the usual electric car practicali	ty issues★★★★☆	430d Luxury	£40445 255 139 39	ActiveHybrid 7 SE	£66200 459 158 47	640i M Sport	£63030 315 180 47	1.6 VTi 120 VTR+ ETG6	£16715 118 137 13	1.6 VTi 95 VT		97 155 5
i3 EV i3 EV Range Extender	£30980 168 0 £34130 168 13	21 430d M Sport 21 430d xDrive Lux	£40945 255 139 40 ury £41960 255 145 39		£69300 459 158 48 £74575 459 158 48	650i M Sport M6		1.4 VTi 95 VTR+ 1.6 HDi 115 Excl.		1.6 HDi 75 VTR 1.6 HDi 90 Plus Sp. Ed	£14655 £15805	
4 SERIES 2dr coupé More	talented GT than brillia	nt 430d xDrive M S	port £42460 255 145 39	X1 5dr 4x4 Odd SUV best as re	ear-wheel drive. Good	640d SE	£62295 309 143 48	C4 5dr hatch Good looking,	but lacks the polish of the	1.6 HDi 90 VTR	£15105	89 135 7
B-road steer. Very comely thou 430d M Sport		435d xDrive Lux 40 435d xDrive M S			★★★★☆ £32540 215 154 26	640d M Sport 6 SERIES CONVERTI	£65895 309 147 48 <b>IBLE 2dr open</b> Great engines	latest rivals 1.6 e-HDi 115 Excl. ETG6	★★★☆ £20965 110 101 18	1.6 e-HDi 90 VTR ETG6 1.6 HDi 90 XTR	£15875 £17155	89 120 9 89 135 8
420i SE	£30125 181 144	30 5 SERIES 4dr	saloon No longer a handling bench-	xDrive 20i SE	£27285 181 176 28	and interior. More GT than s	sports car ★★★★☆	1.6 e-HDi 115 VTR+ ETG6	£19565 110 95 18	1.6 e-HDi 90 XTR ETG6	£17525	89 120 9
420i Sport 420i Luxury	£31625 181 146 £32625 181 146	30 mark. Superb int 30 530d Luxury	erior ★★★☆ £44255 241 139 43	xDrive 20i Sport	£28285 181 176 28 £29285 181 179 28	6501 M Sport 6401 SF	£77990 402 213 50 £65330 315 179 50		£14240 94 140 12 £17395 118 143 16	1.6 HDI 115 XTR  C4 PICASSO 5dr mpv Plu:		107 134 10 Lan improved
420i M Sport	£33125 181 146	30 535i M Sport	£44745 302 179 42	xDrive 20i M Sport	£30285 181 179 28	640i M Sport	£68630 315 184 50	1.6 THP 155 Excl. ETG6	£20195 154 148 22	dynamic make for a better car	***	t★☆
420i xDrive SE 420i xDrive Sport	£31660 181 159 £33160 181 163		£33130 181 149 36 £35965 181 154 37		£24230 114 128 18 £25330 141 128 22		£97300 552 239 50 £68195 309 149 50		£16355 91 104 15 £18105 91 104 16			118 145 14 118 145 15
420i xDrive Luxury	£34160 181 163	31 520i M Sport	£35965 181 159 37	sDrive 18d Sport	£26330 141 128 22	640d M Sport	£71530 309 153 50	1.6 e-HDi 115 VTR+	£18965 110 97 18	1.6 THP 155 Excl.	£21320	154 139 22
420i xDrive M Sport 428i SE	£34660 181 163 £33520 242 154		£36695 242 142 40 £39495 242 147 41			18 2dr coupé BMW's election of the BMW's ele		1.6 e-HDi 115 Excl. 2.0 HDi 150 Excl.	£20365 110 100 18 £21185 148 130 23			154 142 22 91 110 15
428i Sport	£35020 242 156 £36020 242 156	33 528i M Sport	£39530 242 152 41 £44690 302 174 42	xDrive 18d Sport	£27830 141 144 22			C4 CACTUS 5dr hatch In	teresting and novel, but	1.6 HDi 90 VTR+	£19710	91 110 15
428i Luxury 428i M Sport	£36520 242 156	34 550i Luxury	£57615 402 199 46	xDrive 18d M Sport	£28830 141 144 22 £29830 141 144 22	CADILLAC		typically flawed to drive 1.2 PureTech 75 Touch	£12990 74 105 9	1.6 e-HDi 90 VTR+ ETG6 1.6 e-HDi 115 VTR+	£20510	91 98 15 113 105 18
435i Luxury	£41870 302 188	36 550i M Sport	£57915 402 206 46	sDrive 20d Efficient Dynamics	£26760 161 119 24	CTS-V 2dr coupé A gen	nuine rival to Europe's finest	1.2 PureTech 82 Touch	£13490 81 105 9 £14690 81 105 9	1.6 e-HDi 115 VTR+ ETG6	£21010	113 104 18
435i M Sport M4	£57055 425 204	36 ActiveHybrid 5 S 42 ActiveHybrid 5 L	uxury £48825 335 159 44		£26760 181 129 24	6.2 V8	★★★★☆ £68957 556 365 50	1.2 PureTech 82 Feel 1.2 PureTech 82 Flair	£16090 81 107 10	1.6 e-HDi 115 Excl.+	£24210	113 105 17 113 105 18
420d SE	£32495 181 111	29 ActiveHybrid 5 I	Sport £50625 335 163 44	sDrive 20d Sport	£27760 181 129 25	CTS 4dr saloon Sharp-I	looking big saloon needs a	1.2 PureTech 110 Feel S-S	£15890 109 107 15	2.0 Blue HDi 150 Excl.	£23010	148 102 24
420d Sport 420d Luxury	£33995 181 119 £34995 181 119	30 518d SE	£30865 141 114 30	sDrive 20d M Sport xDrive 20d SE	£29760 181 129 25 £28260 181 145 24	diesel. CTS-V is excellent 3.0 V6 E'gnce auto	★★☆☆☆ £40897 272 229 44	1.2 PureTech 110 Flair S-S 1.6 BlueHDi 100 Touch		<b>GRAND C4 PICASSO 5dr</b>	mpv Plus	
420d M Sport	£35495 181 119	30 <b>518d Luxury</b>	£33665 141 119 31	xDrive 20d Sport	£29260 181 145 25	3.6 V6 AWD Sp. Luxury	£46977 307 247 44	1.6 BlueHDi 100 Feel	£16690 99 87 18	improved dynamic make for a be	etter car 🖈	***
420d xDrive SE 420d xDrive Sport	£33995 181 117 £35495 181 125		£33665 141 124 31 £32365 181 114 33		£30260 181 145 25 £31260 181 145 25	3.6 V6 Sp. Luxury 6.2 V8 V	£45241 307 241 44 £65766 557 365 50		£18090 99 89 18 £16890 89 92 16	1.6 VTi 120 VTR+		118 145 13 118 145 13
420d xDrive Luxury 420d xDrive M Sport	£36495 181 125 £36995 181 125		£35165 181 119 34 £35165 181 124 34	xDrive 25d M Sport	£33540 215 154 27			1.6 e-HDi 92 Flair ETG6	£18290 89 94 16	1.6 THP 155 Excl. 1.6 THP 155 Excl.+		154 139 21 154 142 22
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Make and Model	936		CO ₂ g/km Insurance group	Make and Model	Price	Bhp		Insurance group	Make and Model		dug CO- o Vem		Make and Model			CO ₂ g/km
	20850	91 91	98 15 98 15	1.2 Lounge 1.2 S	£12440 £12590				1.3 85 Multijet Easy £143 1.3 85 Multijet GBT £148			90 13 90 13	1.0T 125 Ecoboost Zetec S 1.0T 125 Ecoboost Titanium	£20345 £20595	123 1 123 1	108 108
			105 19 105 18	1.2 Cult 1.4 T-Jet Abarth	£13590 £14255	68 133	113 155	9	FORD				1.0T 125 Ecoboost Titanium X 1.5T 150 Ecoboost Zetec S	£22595 £20845		108 137
6 e-HDi 115 Excl.+	25910	113	105 19	1.3 MultiJet Lounge	£14840	94	97	15	KA 3dr hatch An agile drive and ene				1.5T 150 Ecoboost Titanium	£21095	148 1	137
	24710		102 24 105 25	1.3 MultiJet S 1.3 MultiJet Cult	£14990 £15990	94 94	97 97		engine. Wooden ride 🗡 🗲 1.2 Grand Prix III £114	145		15 5	1.5T 182 Ecoboost Titanium X 1.6 85 Studio	£23820 £13995	180 1: 84 1:	137 136
ACIA				500 CONVERTIBLE 2dr op	<b>en</b> Supe	r desi	rable,		1.2 Studio Connect £944	15	68 1	15 3	1.6 105 Style	£17095	103 13	136
ANDERO 5dr hatch A clever	budget p	rospe	ect. But	cute city car. Cab a better drive to 0.9 TwinAir 105 GO	£18170		92		1.2 Studio £899 1.2 Edge £994				1.6 125 Style auto 1.6 125 Zetec		123 1- 123 1-	
limitations are unavoidable	***	<b>★</b> ☆	7	0.9 TwinAir 105 Lounge S-S	£16870	103	92 92	15	1.2 Zetec £106		68 1	15 3	1.6 125 Titanium auto	£21345	123 1	146 159
	7595 8795	89	116 6 116 7	0.9 TwinAir 105 S 0.9 TwinAir 85 Colour Therapy	£17020 £14970	84 84			<b>1.2 Titanium</b> £119 <b>1.2 Metal</b> £114			15 3 15 5	2.0T 250 Ecoboost ST 2.0T 250 Ecoboost ST-2	£23995		159
	8395 9995	89 89	124 7 124 8	0.9 TwinAir 85 GO 0.9 TwinAir 85 S	£17690 £16540	84 84			<b>B-MAX 5dr mpv</b> Fiesta dynamics a access make the B-Max a cut above		ding do		2.0T 250 Ecoboost ST-3 1.5 TDCi 95 Style	£26295 £18295		15 98
Access	5995	74	135 2	1.2 Colour Therapy	£13770	68	113	10	1.0T EcoBoost 100 Zetec £154	195	99 1	19 9	1.5 TDCi 120 Zetec	£19795	118 9	98
	6795 7995	74 74	135 2 135 2	1.2 GO 1.2 S	£16490 £15240	68 68	113		1.0T EcoBoost 100 Titanium £166 1.0T EcoBoost 125 Zetec S-S £160			19 10 99 13	1.5 TDCi 120 Zetec S 1.5 TDCi 120 Titanium	£21045 £21295		98
dCi Ambiance	8595	89	99 8	1.3 MultiJet GO	£18890	94	97	18	1.OT EcoBoost 125 Titanium S-S £172	95	118 9	99 13	1.5 TDCi 120 Titanium X	£23295	118 9	98
	9795	89 89	99 10 105 10	1.3 MultiJet S 1.4 16v Turbo T-Jet Abarth	£17640 £16005	94 133	97 155		1.0T EcoBoost 125 Titanium X £184 1.4 90 Studio £130			99 13 39 7	1.6 TDCi 95 Style 1.6 TDCi 115 Zetec	£18195 £19695	94 10	10
dCi Stepway Laureate	10995	89	105 11	0.9 TwinAir 85 Lounge S-S	£16390	84	92	15	1.4 90 Zetec £148	395	89 1	39 8	1.6 TDCi 115 Zetec S	£20945	114 1	10
DGAN MCV 5dr estate larm. Certainly retains the cheap	acks its:	stable		0.9 TwinAir 85 Cult 0.9 TwinAir 105 Cult	£17540 £18020	84 103	92 92		1.6 105 Zetec Powershift £165 1.6 105 Titanium Powershift £177			49 10 49 11	1.6 TDCi 115 Titanium 2.0 TDCi 150 Titanium		114 10	10
Ambiance 9	8595	89	116 9	1.2 Pop S-S	£13690	68	113	9	1.5 TDCi 75 Zetec £162	95	74 1	09 8	2.0 TDCi 150 Titanium X	£24635	148 1	10
	9795 6995	89 74	116 11 135 4	1.2 Lounge S-S 1.2 Cult	£15090 £16240	68 68	113		1.6 TDCi 95 Zetec £167 1.6 TDCi 95 Titanium £179				2.0 TDCi 185 ST 2.0 TDCi 185 ST-2	£22495 £23995	178 1 178 1	
Ambiance 9	7795	74	135 4	1.3 MultiJet Lounge	£17490	94	97	18	FIESTA 3dr hatch Stylish and won		lly enga		2.0 TDCi 185 ST-3	£26295	178 1	11
dCi Ambiance	8995 9595	74 84	135 5 99 11	1.3 MultiJet Cult 500L 5dr mpv A costly option				fill	1.6 105 Zetec Powershift £150	)45	103 1	38 12	FOCUS 5dr estate Well-man An Octavia carries more	***	<b>★☆</b>	
dCi Laureate  JSTER 5dr 4x4 Cheap, but c	10795 neerfully	84 rohus	99 12 st	out some of its missing substance 1.4 95 Pop	£13390	94	145		1.0 80 Zetec S-S £136 1.0 80 Titanium S-S £146			99 6 99 7	1.0T 100 Ecoboost Style 1.0T 100 Ecoboost Titanium	£18695 £21195		10
rprisingly convincing presence	***	*:	7	0.9 Twinair Pop Star	£16690	103	112	11	1.0T 100 Ecoboost Zetec S-S £141	195	99 9	99 11	1.0T 100 Ecoboost Titanium X	£23195	99 1	10
	9495		165 6 185 5	0.9 TwinAir Lounge 0.9 TwinAir Trekking	£18090 £18790		112 119		1.0T 100 Ecoboost Titanium S-S £151 1.0T 100 E'boost TitaniumX S-S £164			99 11 99 11	1.0T 100 Ecoboost Zetec 1.0T 125 Ecoboost Titanium	£19695 £21695	99 11 123 1	10
dCi 110 Ambiance 2WD	11995	106	130 10	1.4 95 Pop Star	£15550	94	145	10	1.0T 125 Ecoboost Titanium S-S £156	95	123 9	99 15	1.0T 125 Ecoboost Titanium X	£23695	123 1	11
	13995		135 10 130 11	1.4 95 Lounge 1.4 95 Trekking	£16950 £17650	94 94	145 149		1.0T 125 E'boost TitaniumX S-S £169 1.0T 125 Ecoboost Zetec S S-S £159			99 16 99 15	1.0T 125 Ecoboost Zetec 1.0T 125 Ecoboost Zetec S		123 1 123 1	
	15495		135 10	1.4 120 Pop Star	£17195	118	159	10	1.25 60 Studio £101	145	59 1	20 3	1.5 TDCi 120 Titanium	£22395	118 9	98
ERRARI				1.4 120 Lounge 1.4 120 Trekking	£18595 £19295				1.25 60 Style £118 1.25 82 Style £123				1.5 TDCi 120 Titanium X 1.5 TDCi 120 Zetec			9
2 2dr coupé Proper V12 Ferr				1.3 Multijet 85 Pop Star	£17040	83	110	8	1.25 82 Zetec £131	195	80 1	20 7	1.5 TDCi 120 Zetec S	£22145	118 9	9
	<b>★ ★ ★</b> 239352			1.3 Multijet 85 Lounge 1.3 Multijet 85 Trekking	£18440 £19140	83 83	110 114		1.6 105 Titanium Powershift £160 1.6T 180 Ecoboost ST £175			38 12 38 30	1.5 TDCi 95 Style 1.5T 150 Ecoboost Titanium	£19395 £22195	94 9	12
<b>2dr coupé</b> Four-door Ferrari	estate ha	as app	peal but	1.6 Multijet 105 Pop Star	£18040	103	117	17	1.6T 180 Ecoboost ST2 £185	45	180 1	38 30	1.5T 150 Ecoboost Zetec S	£21945	148 1	12
3 V12	<b>★ ★ ★</b> 227077	651	360 50	1.6 Multijet 105 Lounge 1.6 Multijet 105 Trekking	£19440 £20140		117		1.6T 180 Ecoboost ST3 £195 1.5 TDCi 75 Style £139	95	74 9	38 30 98 8	1.5T 182 Ecoboost Titanium X 1.6 105 Style	£24920 £18180	180 1 103 1	
ALIFORNIA 2dr open Sleek essive body roll	, comfort ★ ★ ★			1.6 Multijet 120 Pop Star 1.6 Multijet 120 Lounge	£18540 £19940		120 120		1.5 TDCi 75 Zetec £147 1.5 TDCi 75 Titanium £157			98 9 98 9	1.6 125 Style auto 1.6 125 Titanium auto	£19945 £22445	123 1- 123 1-	
3 V8	152086	483	270 50	1.6 Multijet 120 Trekking	£20640	118	120	17	1.6 TDCi 95 Style ECOnetic S-S £149	945	94 8	87 11	1.6 125 Zetec	£20945	123 1	14
9 <b>V8 T</b> 5 <b>8 2dr coupé</b> The complete s	:154490 Joercar. (			500L MPW 5dr mpv As abo flexibility in its more expensive for					1.6 TDCi 95 Zetec ECOnetic S-S £154 1.6 TDCi 95 Zetec S £161			87 12 95 12	1.6 TDCi 115 Titanium 1.6 TDCi 115 Zetec		114 10	
olosive performance	***	**	r	1.6 MultiJet 120 Lounge 7st	£21380	118	117	17	1.6 TDCi 95 Titanium ECOnetic £164	195	94 8	87 12	1.6 TDCi 115 Zetec S	£22045	114 1	10
			307 50 275 50	1.6 MultiJet 120 Pop Star 7st 0.9 TwinAir 105 Pop Star 7st	£19880 £17330		117		1.6 TDCi 95 Titanium X £172 FIESTA 5dr hatch Stylish and won			95 13 aging.	1.6 TDCi 95 Style 2.0 TDCi 150 Titanium	£19295 £23735	94 11	
58 SPIDER 2dr open The co	omplete s	upero	car. Minus	0.9 TwinAir 105 Lounge 7st	£18830	103	112	11	The best supermini 🗡 🗡	t <b>*</b> 1	<b>★☆</b>		2.0 TDCi 185 ST	£23595	178 1	11
	<b>★ ★ ★</b> 198906		275 50	1.4 95 Pop Star 5st 1.4 95 Lounge 5st	£15840 £17340	94 94			1.25 82 Style £129 1.6 105 Titanium Powershift £166			20 7 38 12	2.0 TDCi 185 ST-2 2.0 TDCi 185 ST-3	£25095 £27395	178 1 178 1	
IAT				1.3 MultiJet 85 Pop Star 7st 1.3 MultiJet 85 Lounge 7st	£18380	83	110	8	1.6 105 Zetec Powershift £156	45	103 1	38 12	2.0T 250 Ecoboost ST	£23595	247 1	15
NDA 5dr hatch Cheap, prac	tical and	very	nearly	1.6 MultiJet 105 Pop Star 7st	£19880 £19380		110 117		1.0 80 Zetec S-S £142 1.0 80 Titanium S-S £152			99 6 99 7	2.0T 250 Ecoboost ST-2 2.0T 250 Ecoboost ST-3	£27395	247 1 247 1	15
ot on	<b>★ ★ ★</b> 14995	<b>*</b> A		1.6 MultiJet 105 Lounge 7st 500x 5dr hatch Familiar styl	£20880		117 rwell:		1.0T 100 Ecoboost Zetec S-S £147 1.0T 100 Ecoboost Titanium S-S £157			99 11 99 11	2.0 TDCi 150 Titanium X MONDEO 5dr hatch Still the		148 10	10
Twinair 85 Trekking	13075	84	105 6	a crossover. Drives okay, too	***	**	r		1.OT 100 E'boost TitaniumX S-S £170	)45	99 9	99 11	Practical, comfortable, rewardin	***	<b>★☆</b>	
MultiJet 75 4x4 Antarctica 9 Twinair 85 Easy	15995	74 84	125 7 99 7	1.4 MultiAir 140 Pop Star 1.4 MultiAir 140 Lounge	£17595 £19345	138 138			1.0T 125 Ecoboost Titanium S-S £162 1.0T 125 E'boost TitaniumX S-S £175				1.5T EcoBoost 160 Zetec 1.5T EcoBoost 160 Titanium	£21345 £22545		
Twinair 85 Lounge	11875	84	99 7	1.4 MultiAir 140 Cross	£18595	138	-	- 1	1.25 60 Style £124	195	59 1	20 4	2.0T EcoBoost 240 Titanium	£26045	237 1	16
	14575			1.4 MultiAir 140 Cross Plus 1.3 MultiJet 95 Pop Star	£20345 £18095		109	-	1.25 82 Zetec £137 1.5 TDCi 75 Style £145				1.6 TDCi 115 Style 1.6 TDCi 115 Zetec	£21095 £22095		
Easy	10175	68	120 4	1.6 MultiJet 120 Pop Star	£19095	118	-	- '	1.5 TDCi 75 Zetec £153	395	74	98 9	1.6 TDCi 115 Titanium	£23295	113 9	9
				1.6 MultiJet 120 Lounge 1.6 MultiJet 120 Cross	£20845 £20095				1.5 TDCi 75 Titanium £163 1.6 TDCi 95 Style ECOnetic S-S £155				2.0 TDCi 150 Style 2.0 TDCi 150 Zetec	£21845 £22845		
Multijet 75 Easy	12375	74	104 7	1.6 MultiJet 120 Cross Plus	£21845	118	-	-	1.6 TDCi 95 Zetec ECOnetic S-S £160	)95	94 8	87 12	2.0 TDCi 150 Titanium	£23795	148 1	11
				2.0 MultiJet 140 Cross AWD 2.0 MltiJet 140 Cross Plus AWD					1.6 TDCi 95 Titanium ECOnetic £170 1.6 TDCi 95 Titanium X £178				2.0 TDCi 150 Titanium Econetic 2.0 TDCi 180 Titanium	£24045 £24545		
Multijet 75 4x4	15575	74	125 7	PUNTO 3dr hatch MultiAir te	ch improv	es app	eal ar	nd	ECOSPORT 5dr hatch Pumped up	Fiest	a okay	, but	MONDEO 5dr estate A vast	and enjoya	ble esta	
	***	**	7	1.2 8v Easy	★ ★ ★ £11275				developing world origins show through 1.0T Ecoboost 125 Titanium £159				Reasonably priced. 1.5T Ecoboost 160 Titanium	★★★ £23780		13
TwinAir 105 GO	15550	103	92 10	1.2 8v GBT		68	126	6	1.0T Ecoboost 125 Titanium X	95	123 1	25 11	1.5T Ecoboost 160 Zetec	£22580		
TwinAir 105 S	14370	103	92 10	1.2 8v Pop 1.3 85 Multijet Easy	£10175 £13775	85	90	13	1.5 112 Titanium X £159	95	90 1	49 10	1.6 TDCi 115 Style 1.6 TDCi 115 Titanium	£22345 £24545	113 9	9
TwinAir 85 GO	15070	84	99 10	1.4 8v Easy	£11685 £12185	76	132	8	1.5 TDCi 91 Titanium £164	195	90 1	20 10	1.6 TDCi 115 Zetec 2.0 TDCi 150 Style	£23345 £23095	113 9	9
GO 9	13670	68	113 9	1.4 8v GBT 1.3 85 Multijet GBT	£14275	85	90	13	FOCUS 5dr hatch Still best to drive	e, but	only ju		2.0 TDCi 150 Titanium	£25045	148 1	11
MultiJet GO	16070	94	97 14	PUNTO 5dr hatch MultiAir te economy	ch improv	es app	eal ar	nd	complete package 🗼 🛨	t *:	★☆		2.0 TDCi 150 Titanium Econetic	£25295	148 1	10
TwinAir 85 S	13890	84	92 12	1.2 8v Easy	★ ★ ★ £11875	68	126	6	1.0T 100 Ecoboost Style £175	95	99 1	05 10	2.0 TDCi 150 Zetec 2.0 TDCi 180 Titanium	£24095 £25795	178 1	11
TwinAir 85 Colour Therapy	12420	84	99 10		£12375 £10775	68	126	6	1.0T 100 Ecoboost Zetec £185 1.0T 100 Ecoboost Titanium £200	95	99 1	05 10	2.0T Ecoboost 240 Titanium KUGA 5dr 4x4 Bigger Kuga h	£27295	237 1	16
9 TwinAir 105 Cult	15370	103	92 10	1.4 8v Easy	£12285	76	132	8	1.0T 100 Ecoboost Titanium X £220	195	99 1	05 10	backwards, but the strengths rer	nain ★ 🖈	**:	ħ
Pop §	10690	68	113 5	1.4 8v GBT	£12785	76	132	8	1.0T 125 Ecoboost Zetec £190	195	123 1	08 14	2.0 TDCi 180 Titanium X Sport	£32045	177 1	13



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Make and Model Price Bhp $\cos g/km$ insurance group	Make and Model Price Bhp Insurance group	Make and Model Price Bhp CO ₂ g/km	Make and Model Price Bhp Co ₂ g/km
	9		NET Sportbrake Handsome estate wins hearts, if
	CIVIC TOURER 5dr estate Versatile, comfortable and frugal, only price marks its scorecard ★★★☆	1.7 CRDi 115 B'Drive Style £22455 114 113 13	not heads ★★★★☆  2.2D 163 Portfolio £39695 161 129 33
1.5T 182 Ecoboost Zetec AWD £25160 180 171 21	1.6 i-dtec ex Plus     £26140     118     103     16       1.6 i-dtec s     £19755     118     99     15       1.6 i-dtec se Plus     £21570     118     99     15	1.7 CRDi 136 B'Drive Active £21155 134 119 16	2.2D 163 R-Sport     £37195     161     129     33       2.2D 200 R-Sport     £38750     197     139     33       3.0D V6 275 S Portfolio     £51995     271     163     33
1.5T 182 Ecoboost Titanium X A £29545 180 171 21	1.6 i-DTEC SE Plus-Nav £22180 118 99 15 1.6 i-DTEC S-Nav £20365 118 99 15	1.7 CRDi 136 B'Drive Premium £25655 134 119 17  IX20 5dr hatch Usable high-roofed hatch, but short on	5.0 V8 SC XFR-S £82495 542 297 50
2.0 TDCi 150 Zetec 2WD £22695 148 122 20 2.0 TDCi 150 Titanium 2WD £24345 148 122 20	1.6 i-DTEC SR     £24340     118     103     16       1.8 i-VTEC EX Plus     £24935     140     149     15	flair ★★★☆ 1.6 CRDi 115 Active Blue Drive £15385 114 117 13	2.2D 200 Luxury £37050 197 139 33 2.2D 200 Portfolio £41200 197 139 33
2.0 TDCi 150 Titanium X Sport £30045 148 122 20	1.8 i-VTEC S       £18650       140       146       13         1.8 i-VTEC SE Plus       £20565       140       149       14	1.4 Class £12515 89 140 7	XJ 4dr saloon Modern looks finally match modern dynamics ★★★☆
2.0 TDCi 180 Titanium AWD £26345 177 135 22	1.8 i-VTEC SE Plus-Nav     £21175     140     149     14       1.8 i-VTEC S-Nav     £19260     140     146     14       1.8 i-VTEC SR     £23135     140     149     14	1.4 Style £14615 89 140 8	3.0 V6 S-C Premium Luxury
		1.6 Style Au £15960 123 154 10	3.0 V6 S-C Portfolio LWB £76450 336 224 - 5.0 V8 S-C Supersport LWB £95895 503 270 50
1.0T 100 Ecoboost Zetec S-S £18695 99 117 10	2.0 i-VTEC ES £23200 154 159 23 2.0 i-VTEC ES GT £24120 154 159 24	<b>IX35 5dr 4x4</b> Classy, roomy cabin, predictable handling. Very competitive ★★★☆	5.0 V8 S-C 550 XJR £92395 542 270 50 3.0D V6 Luxury £56870 271 159 48
1.0T 125 Ecoboost Titanium S-S £20695 123 117 13	2.0 i-VTEC ES GT Nav       £25320       154       159       24         2.0 i-VTEC EX       £26580       154       162       24	1.6 GDi S B'Drive 2WD ISG £17330 133 149 14	3.0D V6 Luxury LWB £59980 271 167 48 3.0D V6 Premium Luxury £60670 271 159 48
	2.4 i-VTEC EX     £27890     198     199     26       2.4 i-VTEC EX ADAS     £30290     198     199     27	1.6 GDi SE B'Drive 2WD ISG £18930 133 149 14	3.0D V6 Premium Luxury LWB
1.6T 182 E'boost Titanium X SS £23605 180 144 22	2.2 i - DTEC 150 ES     £25400     148     138     24       2.2 i - DTEC 150 ES GT     £26320     148     138     24       2.2 i - DTEC 150 ES GT Nav     £27520     148     138     24	1.6 GDi SE Nav B'Drive 2WD ISG £19980 133 149 14	3.0D V6 Portfolio LWB £70980 271 167 49  F-TYPE 2dr coupé Cheaper than the roadster. Gains in rigidity mean it's better too
1.6 TDCi 115 Titanium £20650 114 117 16	2.2 i-DTEC 150 EX £28795 148 141 25 2.2 i-DTEC 150 EX ADAS £31195 148 141 26	1.7 CRDi Premium 2WD £23000 114 139 14	3.0 V6 £53050 336 199 50 3.0 V6 £60250 375 213 50
2.0 TDCi 140 Titanium £21725 138 129 20	2.2 i-DTEC 180 Type S £31435 177 147 28 2.2 i-DTEC 180 Type S ADAS £33685 177 147 29	1.7 CRDi S 2WD £18650 114 139 14	5.0 V8 R £85000 542 259 50 F-TYPE 2dr open Serious money. But it buys a serious
GRAND C-MAX 5dr mpv Fun and practical small seven seater ★★★★	ACCORD TOURER 5dr estate As above but more desirable and useful ★★★☆	2.0 CRDi Premium Pa'rama 4WD £26700 134 149 18	car with a likeable wild side ★★★☆ 3.0 V6 £58535 336 209 50
1.0T 125 Ecoboost Zetec S-S £20795 123 119 13	2.0 i-VTEC ES	2.0 CRDi SE Nav 136 4WD £24200 134 149 18	3.0 V6 S £67535 375 213 50 5.0 V8 S £79995 488 259 50
1.0T 125 Ecoboost Titanium S-S £22295 123 119 13	2.0 i-VTEC ES GT Nav     £26855     154     163     24       2.4 i-VTEC EX     £29550     198     201     26       2.4 i-VTEC EX ADAS     £31950     198     201     27	SANTA FE 5dr 4x4 An injection of class has enhanced the Santa Fe's easygoing appeal ★★★☆  2.2 CRDi SE 4WD 5st £27995 194 159 19	COMPASS 5dr 4x4 Jeep-badged Dodge Caliber. Poor
1.6T 150 Ecoboost Titanium S-S £22250 148 149 19	2.2 i-DTEC 150 ES	2.2 CRDi SE 4WD 7st £29145 194 159 19	by any standard
1.6 TDCi 115 Zetec £20745 114 124 16	2.2 i-DTEC 150 ES GT Nav £29070 148 143 24 2.2 i-DTEC 150 EX £30330 148 146 25	2.2 CRDi Premium 4WD 7st £31900 194 159 19	2.0 Sport 2WD £18470 154 175 22 2.4 Ltd 4WD £23860 168 209 24
1.6 TDCi 115 Titanium X £24045 114 124 16 2.0 TDCi 140 Titanium £23250 138 134 20	2.2 i-DTEC 150 EX ADAS £32730 148 146 26 2.2 i-DTEC 180 Type S £32925 177 150 28	INFINITI	2.2 CRD Ltd 4WD £25740 161 172 28  WRANGLER 3dr 4x4 Heavy-duty off roader lacks
S-MAX 5dr mpv Proof that MPV's need not be boring	2.2 i-DTEC 180 Type S ADAS £35175 177 150 29  HR-V 5dr hatch Cleverly packaged and comfortable	with some novel touches ★★★☆☆	on-road manners ★★☆☆ 3.6 V6 Sahara £30240 276 263 -
	crossover. Bland performance though ★★★☆  1.5 i-VTEC EX £23195 128	2.0t Premium £32455 208 146 40	3.6 V6 Overland £32390 276 263 - 3.6 V6 Rubicon £31140 276 270 -
2.0 203 Ecoboost Titanium auto £26735 200 189 22	1.5 i-VTEC S     £17995     128     -       1.5 i-VTEC SE     £19745     128     -       1.5 i-VTEC SE Navi     £20355     128     -		2.8 CRD Overland         £32375         197         213         25           2.8 CRD Sahara         £30225         197         213         24           WRANGLER 5dr 4x4         Heavy-duty off roader lacks
1.6 TDCi 115 Zetec S-S £24110 114 139 16	1.51-VTEC EX   E23195   128     1.51-VTEC S   E17995   128     1.51-VTEC SE   E19745   128     1.51-VTEC SE RAVI   E20355   128     1.61-DTEC S   E19745   118     1.61-DTEC SE   E21495   118     1.61-DTEC SE RAVI   E22105   118     1.61-DTEC SE RAVI   E224945   118	3.5 S Hybrid Sport £40695 359 144 42	on-road manners ★★☆☆ 3.6 V6 Sahara £31910 276 273 -
2.0 TDCi 140 Zetec £24295 138 139 17	1.6 i-DTEC SE Navi £22105 118 1.6 i-DTEC EX £24945 118	3.5 S Hybrid Sport Tech AWD £47240 359 159 42	3.6 V6 Overland £34060 276 273 - 3.6 V6 Rubicon £32810 276 273 22
	<b>CR-V 5dr 4x4</b> The CR-V soldiers on. But it's hemmed in by cleverer competition ★★★☆	2.2D Premium Tech £37550 168 114 40	2.8 CRD Overland     £34045     197     217     25       2.8 CRD Overland Axle+     £33445     197     230     25
2.2 TDCi 200 Tit. X Sp. £31620 197 174 26	1.6 i-DTEC 120 SE-Nav 2WD     £26740     118     115     22       1.6 i-DTEC 120 S-Nav 2WD     £24300     118     115     23	2.2D Sport Tech £38320 168 118 40	2.8 CRD Sahara     £31895     197     217     24       2.8 CRD Sahara Axle+     £31295     197     230     24
GALAXY 5dr mpv Huge seven-seat MPV. Easy to place on the road. Not cheap  2.2 TDCi 200 Titanium X £32875 197 179 27	1.6 i-dtec 120 SR 2WD     £28495     118     119     23       2.0 i-vtec S 2WD     £22345     154     168     22       2.0 i-vtec S-Nav 2WD     £23245     154     168     22	entertaining ★★★★☆	CHEROKEE 5dr 4x4 Hamstrung by poor UK spec. Uninspiring, but roomy and practical ★★★☆  2.0 Longitude 140 FWD £26110 138 139 27
1.6 160 Ecoboost Zetec S-S £25670 158 167 18	2.0 i-VTEC SE 2WD £24515 154 168 22 2.0 i-VTEC SE-Nav 2WD £25685 154 168 22	3.7 V6 060 S £38680 315 246 45	2.0 Longitude 140 FWD     £26110     138     139     27       2.0 Ltd 140 FWD     £31810     138     139     -       2.0 Longitude 140     £28110     138     147     -
1.6 160 Eco T'niumX S-S £30070 158 167 18	2.0 i-VTEC SE £25615 154 173 22 2.0 i-VTEC SE-Nav £26785 154 173 22	Q60 COUPE CABRIOLET 2dr open Desirable,	2.0 Ltd 140 £33810 138 147 - 2.0 Longitude 170 Au £30610 168 - 29
<b>2.0 203 Ecoboost Titan X auto</b> £31735 200 189 25 <b>1.6 TDCi 115 Zetec S-S</b> £26460 114 139 16	2.0 i-VTEC EX £30440 154 177 23	<b>3.7 V6 060 GT Premium auto</b> £45740 315 264 48 <b>Q70 4dr saloon</b> Pleasant, well-equipped big saloon	<b>2.0 Ltd 170 Au</b> £37810 168 - 28 <b>2.0 Longitude Plus 140 FWD</b> £28310 138 139 -
1.6 TDCi 115 Eco T'nium S-S £28360 114 139 17 1.6 TDCi 115 Eco Tit. X S-S £30860 114 139 18	1.6 i-DTEC 120 SE 2WD £25570 118 115 22		2.0 Longitude Plus 140 £30310 138 147 - 2.0 Longitude Plus 170 Au £32810 168 - 29
2.0 TDCi 140 Zetec     £26645     138     139     20       2.0 TDCi 140 Titanium     £28545     138     139     20       2.0 TDCi 140 Titanium X     £31045     138     139     21	1.6 i-DTEC 160 SE-Nav £28740 158 129 26	3.7 Sport Tech £44850 315 145 45	GRAND CHEROKEE 5dr 4x4 The best Jeep. Comfortable and well-equipped ★★★☆ 6.4 V8 SRT £63995 470 327 50
2.0 TDCi 163 Titanium	1.6 i-DTEC 160 EX £32470 158 133 27	2.2d Premium Tech £37500 168 129 46 2.2d Sport £36600 168 129 46	3.0 V6 190 CRD Laredo £38895 188 198 36
<b>2.2 TDCi 200 Titanium</b> £30375 197 179 26	110 5dr hatch Second gen i10 still close to the best.	2.2d Sport Tech £38950 168 129 46	
GINIETTTA G40 2dr coupé Road-legal race car with stripped-out		1ittle interior space ★★★☆☆ 3.7 V6.0X GT \$28980 3.15 265 44	3.0 V6 CRD Summit £51995 247 198 43
charm to spare ★★★☆ R £29950 175 181 -	1.0 \$\text{SAir}\$     \xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx		PICANTO 3dr hatch Most grown-up car in its class.
HONDA  JAZZ 5dr hatch Great packaging makes this a	1.0 SE Blue Drive         £10020         65         98         1           1.0 Premium         £10470         65         108         1           1.2 SE         £10270         86         114         4	3.0d GT	
versatile, if not thrilling supermini ★★★☆ 1.2 i-VTEC SE £13395 89 123 14	1.2 Premium £10970 86 114 4  120 5dr hatch Very good value hatch. Fun a	the X5 or Range Rover ★★★☆☆	1.25 White ISG £11845 84 106 11 1.25 White Au £12445 84 130 11
1.2 i-VTEC SE-T £14390 89 123 14 1.4 i-VTEC ES Plus £14895 99 129 19	by-product; practicality mostly spot on $\star\star\star\star$ $\star$ $\dot{\star}$ 1.2 75 \$ £10695 76 112 5	3.7 V6 GT Premium £47700 315 282 49 3.7 V6 S £45350 315 282 49	1.25 Quantum ISG £11995 84 106 12 PICANTO 5dr hatch Most grown-up car in its class.
1.4 i-VTEC ES Plus-T       £15890       99       129       19         1.4 i-VTEC Si-T       £15990       99       129       16	1.2 84 SE £12725 84 119 6	5.0 V8 S Premium £54750 385 307 49	Nice drive and cabin ★★★☆ 1.0 VR7 £9845 68 99 6
1.2 i-VTEC \$\frac{\pmathbf{E}}{11695}\$ 89 123 13 1.2 i-VTEC \$\frac{\pmathbf{A}}{2}\$ \$\frac{\pmathbf{E}}{2}\$ \$\frac{\pmathbf{E}	1.2 84 Premium SE £14725 84 119 6	3.0d GT Premium £47550 235 225 49	1.01 £8345 68 99 3 1.01 Air £8945 68 99 4
1.2 i-VTEC S-T £12690 89 123 13 1.2 i-VTEC S-T A-C £13540 89 123 13 1.3 IMA Hybrid HE £17150 97 104 16	1.4 100 Premium £14325 98 127 10		1.25 2 ISG £10545 84 100 7
1.3 IMA Hybrid HE-T £18145 97 104 16 1.3 IMA Hybrid HS £17650 97 104 16	1.1 CRDi 75 S Blue £12445 74 84 6	XE 4dr saloon Early word suggests Jaquar has crafted	1.25 3 £11545 84 109 10 1.25 4 ISG £12095 84 106 12 RIO 3dr hatch Looks great, but it's well off the
1.3 IMA Hybrid HS-T £18645 97 104 16 1.3 IMA Hybrid HX £19250 97 104 16	1.4 CRDi 90 SE     £14725     89     106 11       1.4 CRDi 90 Premium     £15725     89     106 12		
1.3 IMA Hybrid HX-T £20245 97 104 17 1.4 i-VTEC EX £15995 99 129 16	<b>1.4 CRDi 90 Premium SE</b> £16725 89 106 12 <b>130 5dr hatch</b> As good as we've come to expect, but	2.0i 200 Prestige         £27995         197         179         -           2.0i 200 R-Sport         £29745         197         179         -	1.25 SR7     £11845     83     115     3       1.25 2     £12245     83     115     3
1.4 i-VTEC EXL £17195 99 129 16 1.4 i-VTEC EX-T £16990 99 129 16	1.4 100 S £15195 98 138 7	2.0i 240 R-Sport £33095 237 179 - 2.0i 240 Portfolio £33745 237 179 -	1.4 2 ISG £13045 107 114 7 1.4 3 ISG £14445 107 114 7
1.4 i-VTEC EXL-T £18190 99 129 16 1.4 i-VTEC Si £14995 99 129 16 CIVIC 5dr hatch A real contender, but the lack of rear		3.0i S-C 340 S	1.4 CRDi 3 ISG £15545 89 98 6  CEED 5dr hatch Another looker from Schreyer, but dynamically forgettable ★★☆☆
legroom is a hindrance ★★★☆☆	1.6 CRDi 110 Blue Drive S £17195 109 94 11 1.6 CRDi 110 Blue Drive S£ £18495 109 94 11	2.0d 163 R-Sport £32325 161 99 -	1.4 98 VR7 £15400 99 143 8 1.4 CRDi 89 VR7 £16690 89 114 6
1.4 i-VTEC S-Nav £16815 99 129 5 1.6 i-DTEC EX Plus £25140 118 98 16	1.6 CRDi 136 Blue Drive Premiu £22295 134 102 11  130 TOURER 5dr estate As good as we've come to	2.0d 180 SE £30275 178 109 - 2.0d 180 Prestige £31275 178 109 -	1.4 98 1 £14805 99 139 7 1.4 98 2 £16805 99 143 8
1.6 i-DTEC S £18755 118 94 15 1.6 i-DTEC SE Plus £20570 118 94 15	expect, but not one inch better ★★★☆ 1.6 120 S £16895 118 145 9	2.0d 180 R-Sport £33025 178 109 - 2.0d 180 Portfolio £33675 178 109 -	1.6 GDI 133 2 ISG     £17595     128     124     12       1.6 GDI 133 3 ISG     £19395     128     124     12
	1.6 CRDi 110 Blue Drive S £18295 109 94 11	dynamics. XFR a five-star car ★★★★	1.6 GDi 133 4 Tech ISG £22500 128 137 15
1.8 i-VTEC EX Plus £23935 99 145 15	1.6 CRDi 136 Blue Drive SE £19595 134 102 11  140 4dr saloon Useful, inoffensive and well-priced. No fireworks here	2.2D 163 R-Sport £34695 161 129 33	1.6 T-GDi 201 GT Tech £23405 201 171 29
	fireworks here ★★★☆ 1.7 CRDi 115 B'Drive Premium £23485 114 113 13 1.7 CRDi 115 B'Drive Style £21205 114 113 13		1.6 CRDi 126 1 ISG £16695 126 97 12
1.8 i-VTEC S-Nav £18245 140 137 14	1.7 CRDi 115 B 'Drive Active £19105 114 113 12 1.7 CRDi 136 B 'Drive Active £19905 134 119 16	2.2D 163 Luxury £33445 161 129 33	1.6 CRDi 126 3 ISG £20495 126 100 13
1.8 i-VTEC Sport £19615 99 145 14 1.8 i-VTEC Sport-Nav £20225 99 145 14	1.7 CRDi 136 B'Drive Style £22005 134 119 16 1.7 CRDi 136 B'Drive Premium £24405 134 119 17	2.2D 200 Portfolio £38700 197 139 40 3.0D V6 S Premium Luxury £46615 271 159 44	
1.6 i-DTEC Sport £20820 118 98 15		3.00 V6 S Portfolio £49515 271 159 44	



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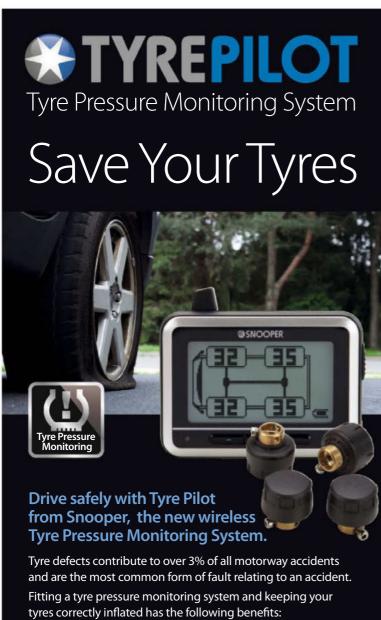


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(V) = () = () = () = ()			
Schreyer, but also forgettable ★★★☆☆ 1.4 98 VR7 £16400 99 148 8	RANGE ROVER EVOQUE 3dr 4x4 A new class of desirability for the SUV	GRANCABRIO 2dr open soundtrack, average chassis         Fantastic looks and swarf tooks and s	A180 CDI AMG Sport £24035 107 105 16 A200 CDI Sport £23860 134 118 20 A200 CDI AMG Sport £25110 134 121 21 A220 CDI AMG Sport £27760 168 115 25
1.6 CRDi 126 1 ISG     £18095     126 116 12       1.6 CRDi 126 2 ISG     £19695     126 116 13	2.2 SD4 190 Dynamic 4WD £39305 188 149 34 <b>RANGE ROVER EVOQUE</b> 5dr 4x4 A new class of desirability for the SUV	MAZDA 2 5dr hatch Much more grown-up now. Handsome and	B-CLASS 5dr hatch A slightly odd prospect, but practical and classy ★★★☆ B180 SE £21500 120 129 16
1.6 CRDi 126 4 ISG       £23295       126       116       14         1.6 CRDi 126 4 Tech ISG       £25195       126       116       15	2.0 Si4 240 Dynamic Lux 4WD     £46210     237     181 39       2.2 eD4 150 Pure 2WD     £29205     148 133 28	comfortable - if slightly less fun ★★★★☆ 1.5 75 SE £11995 74 110 -	B180 Sport         £22225         120         129         16           B180 AMG Line         £23520         120         129         16
from Schreyer. Still not memorable ★★☆☆ 1.4 98 VR7 £14900 133 143 10	2.2 eD4 150 Pure Tech 2WD     £31205     148     133     29       2.2 SD4 190 Pure 4WD     £31505     188     149     32       2.2 SD4 190 Pure Tech 4WD     £33505     188     149     33	1.5 75 SE-L     £12995     74     110     -       1.5 90 SE-L Nav     £14395     90     105     -       1.5 90 Se-L Nav     £14395     90     105     -       1.5 90 Sport     £14995     90     105     -	B200 SE         £22575         154         130         16           B200 Sport         £23300         154         130         16           B200 AMG Line         £24595         154         130         16           B200 AMG Line         £24595         154         130         16
1.6 GDi 133 SE       £19905       133       137       15         1.6 GDi 133 SE DCT auto       £21205       133       140       14	car in the world. Easily the best SUV ★★★★☆	1.5 90 Sport Nav £15395 90 105 - 1.5 115 Sport Nav £15995 113 117 -	B180 CDI SE ECO         £22575         108         94         15           B180 CDI SE         £22575         108         108         15           B180 CDI Sport         £23170         108         108         15
1.6 T-GDi 201 GT Tech       £22905       201 171 30         1.6 CRDi 126 S ISG       £18995       126 100 13	5.0 V8 S Aubiography       £102450       503       299       50         5.0 V8 S Aubiography LWB       £110150       503       299       50         3.0 TDV6 Vogue       £74950       254       182       45	1.5D 105 SE-L     £15995     104     89     -       1.5D 105 SE-L Nav     £16395     104     89     -       1.5D 105 Sport     £16995     104     89     -	B180 CDI AMG Line         £24465         108         108         15           B200 CDI SE         £23650         134         111         20           B200 CDI Sport         £24245         134         111         20
1.6 CRDi 126 SE Tech £23095 126 112 13  SOUL 5dr hatch Looks divide opinion. Better value	3.0 TDV6 Vogue SE     £81850     254     182 50       3.0 TDV6 Aubiography     £91550     254     182 50       3.0 SDV6 Hybrid Aubiography     £102450     335     164 50	1.5D 105 Sport Nav £17395 104 89 - 3 4dr saloon Refined, well-priced family choice. Dynamically satisfying, too ★★★☆	B200 CDI AMG Line         £25540         134         111         20           B220 CDI Sport         £27125         168         107         25           CLA 4dr saloon         Attractive from some angles, unap-
	4.4 SDV8 Vogue     £81950     308     219     50       4.4 SDV8 Vogue SE     £88850     308     219     50       4.4 SDV8 Aubiography     £98550     308     219     50	2.0 120 SE     £17295     118     119     17       2.0 120 SE Nav     £17895     118     119     17       2.0 120 SE-L     £18795     118     119     18	pealing from others. Dynamics to match ★★★☆ CLA 200 CDI AMG Sport £29125 134 117 27 CLA 200 CDI Sport £26925 134 117 27
1.6 GDi Connect Plus £16100 130 158 10	4.4 SDV8 Aubiography LWB £106250 308 219 50  RANGE ROVER SPORT 5dr 4x4 Just the right kind of dynamic twist. Brilliant *****	2.0 120 SE-L Nav     £19395     118     119 18       2.0 120 Sport Nav     £20195     118     119 18       2.2d 150 SE     £19645     148     104 23	CLA 250 AMG Sport 4Matic         £33405         208         154         24           CLA180 Sport         £24775         121         130         23           CLA180 AMG Sport         £26975         121         130         24
1.6 GDi Maxx £20155 130 170 11 1.6 CRDi Connect £16600 126 132 9	5.0 V8 S Aubiography Dynamic       £84350       503       298       49         3.0 SDV6 HSE       £61950       288       185       43         3.0 SDV6 HSE Dynamic       £67150       288       185       43	2.2d 150 SE Nav     £20245     148     104     24       2.2d 150 SE-L     £21145     148     104     24       2.2d 150 SE-L Nav     £21745     148     104     24	CLA45 AMG         £42270         354         161         45           CLA220 CDI Sport         £29775         168         117         27           CLA220 CDI AMG Sport         £31975         168         117         28
1.6 CRDi Mixx £19950 126 132 10	3.0 SDV6 Aubiography Dynamic £77850 288 185 45 4.4 SDV8 Aubiography Dynamic £84350 334 219 47	2.2d 150 Sport Nav £22545 148 104 24  3 5dr hatch Refined, well-priced family choice.  Dynamically satisfying, too ★★★☆	C-CLASS 2dr coupé Nice balance of style, usability and driver reward ★★★☆ C63 AMG Edition 507 £68495 451 280 44
European saloon pace ★★★☆☆ 1.7 CRDi 2 ISG £22895 134 128 17	L⇒XUS CT 5dr hatch Makes sense only as a company car. Not fun *** 大文章		C180 AMG Sport Edition £29965 154 149 35 C220 CDI Exec SE £31130 168 109 34 C220 CDI AMG Sport Edition £32460 168 133 38
1.7 CRDi 3 ISG £25795 134 128 20  VENGA 5dr mpv Versatile interior, but firm ride and	200h S         £21245         134         82         19           200h SE         £22745         134         94         19           200h Advance         £24245         134         94         19	2.0 120 SE Nav     £17895     118     119     17       2.0 120 SE-L     £18795     118     119     18	C250 CDI AMG Sport Edition £33515 201 143 41 C-CLASS 4dr saloon Stellar cabin and polished drive
1.4 89 1 Air ISG £12795 89 130 8	200h Luxury         £24745         134         94         20           200h F Sport         £26995         134         94         20	2.0 120 Sport Nav       £20195       118 119 18         2.0 165 Sport Nav       £21920       162 135 22	increase appeal; engines not so good ★★★☆  C200 SE £27270 181 123 31  C200 Sport £29265 181 124 31
1.4 89 2 ISG     £13895     89     130     9       1.6 123 3 ISG     £16190     123     139     13	200h Premier £29745 134 94 21  IS 4dr saloon Sleek junior exec, well made and interesting. Needs a better diesel ★★☆☆	2.2D 150 SE     £19645     148     107     23       2.2D 150 SE Nav     £20245     148     107     24       2.2D 150 SE-L     £21145     148     107     24	C200 AMG Line         £30890         181         128         31           C63 AMG         £59800         469         192         -           C63 AMG S         £66550         503         192         -
1.6 123 3 auto     £17290     123     154 11       1.4 CRDi 89 2     £15195     89     119 10	250 SE         £26495         204         199         32           250 Luxury         £27995         204         199         33           250 F Sport         £30495         204         213         33	2.2D 150 SE-L Nav     £21745     148     107     24       2.2D 150 Sport Nav     £22545     148     107     24       6 4dr saloon     A compelling mix of size, economy and	C200 Bluetec SE         £28985         134         102         25           C200 Bluetec Sport         £30980         134         102         25           C200 Bluetec AMG Line         £32475         134         102         25
1.6 CRDi 114 3 ISG £17475 114 117 14	250 Premier     £35495     204     213     34       300h SE     £28995     217     99     31       300h Luxury     £30995     217     103     32	performance. Interior a let down ★★★★ 2.0 145 SE £19795 143 129 18 2.0 145 SE Nav £20495 143 129 18	C220 Bluetec SE         £29780         168         103 31           C220 Bluetec Sport         £31775         168         104 31           C220 Bluetec AMG Line         £33270         168         104 31
CARENS 5dr mpv         NIcely up to scratch now, but no class leader           1.7 CRDi 3 Sat Nav ISG         £25250         136         132         16	300h F Sport         £32495         217         109         32           300h Premier         £36750         217         109         33           GS 4dr saloon         Refreshingly different, but lacks a diesel	2.0 145 SE-L     £20795     143     129     16       2.0 145 SE-L Nav     £21495     143     129     16       2.0 165 Sport Nav     £24595     162     135     19	C250 Bluetec SE         £32435         201         117         35           C250 Bluetec Sport         £34430         201         117         35           C250 Bluetec AMG Line         £35925         201         117         35
1.6 GDi 2 ISG £19600 133 149 13	engine ★★★☆ 300h SE £31495 179 109 31 300h Luxury £37495 179 113 32	2.2D 150 SE         £22295         148         108 21           2.2D 150 SE Nav         £22995         148         108 21           2.2D 150 SE-L         £23295         148         108 19	C300 Bluetec Hybrid SE £35045 201 94 - C300 Bluetec Hybrid Sport £37040 201 94 - C300 Bluetec Hybrid AMG Line £38535 201 94 -
1.7 CRDi 134 2 Au £22400 136 159 16	300h F Sport         £41745         179         115         33           300h Premier         £43745         179         113         33           450h Luxury         £45495         338         141         42	2.2D 150 SE-L Nav     £23995     148     108     19       2.2D 150 Sport Nav     £26395     148     108     21       2.2D 175 Sport Nav     £26795     173     119     23	C-CLASS 5dr estate Decent practicality and fantastic interior - but only okay to drive ★★★☆ C200 Bluetec AMG Line £33675 134 102 25
SPORTAGE 5dr 4x4 Good ride, handling and usability ★★★☆	450h F Sport         £51495         338         145         42           450h Premier         £51495         338         141         42           LS 4dr saloon         Uninspiring luxury barge with a huge kit	<b>6 5dr tourer</b> A compelling mix of size, economy and performance. Interior a let down ★★★☆	C200 Bluetec SE         £30185         134         102         25           C200 Bluetec Sport         £32180         134         102         25           C200 SE         £28470         181         128         31
2.0 CRDi KX-1 4WD £21500 134 149 16 1.6 GDi 1 2WD £17500 133 158 14	list attached ★★★☆ 460 Luxury £71995 382 249 48	2.0 165 Sport Nav       £25395       162 135 19         2.20 150 SE Nav       £23795       148 116 21	C220 Bluetec SE         £30980         168         108         31           C250 Bluetec SE         £33635         201         117         35           C63 AMG         £61000         469         196         47
1.7 CRDi 1 2WD ISG £19100 114 135 12 1.7 CRDi 2 2WD ISG £21200 114 135 13	600h L Premier £99995 439 199 50 600h L Premier Night View £101510 439 199 50 NX CROSSOVER 5dr hatch Some good ideas, but	2.0 145 SE-L     £21725     143     131     16       2.20 150 SE     £23095     148     116     21	C63 AMG S         £67750         503         196         47           C200 Sport         £30465         181         128         31           C200 AMG Line         £32090         181         128         31
1.7 CRDi 3 SatNav 2WD ISG £23900 114 143 13 2.0 CRDi KX-2 4WD £23600 134 149 17	dramatically off the pace to drive ★★☆☆ 2.0 200t F Sport £38095 235 183 -	2.20 150 SE-L Nav     £24795     148 116 19       2.20 150 Sport Nav     £27195     148 116 21       CX-5 5dr 4x4     Superb diesel engine mated to above	C220 Bluetec Sport         £32975         168         108         31           C220 Bluetec AMG Line         £34470         168         108         31           C250 Bluetec Sport         £35630         201         117         35
<b>2.0 CRDi KX-3 4WD nav</b> £26300 134 156 17 <b>2.0 CRDi KX3 4WD sn au</b> £27610 134 183 17	300h SE £31495 195 121 31 300h Luxury £34495 195 121 31 300h F Sport £36995 195 121 32	average package ★★★☆ 2.0 Skyactiv-6 165 SE-L Nav £22995 162 139 15	C250 Bluetec AMG Line £37125 201 117 35  E-CLASS 4dr saloon A return to the old Merc qualities. Refined and relaxing
SORENTO 5dr 4x4 Route one solution to the problem, but you know where you stand with it ★★★★☆	300h Premier £42995 195 121 33 RX 5dr 4x4 Low flexibility, but hybrid function makes a	2.0 Skyactiv-G 165 Sport Nav £25395 162 139 16 2.2D Skyactiv-D 150 SE-L £24095 148 119 18	E300 Bluetec Hybrid AMG Sport £42375 204 109 43 E63 AMG S £84110 549 232 47
2.2 CRDi KX-2 £31995 197 161 25 2.2 CRDi KX-3 £35845 197 161 26	450h SE         £44495         245         145         40           450h Luxury         £48495         245         145         41	2.2D Skyactiv-D 150 SE-L Nav     £24795     148     119     18       2.2D Skyactiv-D 150 SE-L Lux     £25695     148     119     20       2.2D Sky-D 150 SE-L Lux Nav     £26395     148     119     20	E200 AMG Line         £36850         181         142         37           E250 SE         £35470         208         138         38
LAMBORGHINI	450h F Sport         £51995         245         145         42           450h Premier         £55495         245         145         41           RC-F 2dr coupé         An also-ran in the segment, although	2.2D Sky-D 150 SE-L AWD £25995 148 136 17 2.2D Sky-D 150 SE-L Nav AWD £26695 148 136 17	E250 AMG Line         £37980         208         142         39           E63 AMG         £74115         549         230         47           E300 Bluetec Hybrid SE         £39880         204         109         43
5.2 V10 LP 610-4 £180720 601	naturally-aspirated V8 is easy to like ★★★☆ 5.0 V8 £59995 471 251 48 5.0 V8 Carbon £67995 471 251 50	2.2D Sky-D 175 Sport Nav AWD £29395 173 136 21 5 5dr mpv Functional seven-seater, but not unpleasant to drive. Lots of kit ★★★☆	E250 CDI SE £36820 201 129 39
	<b>LOTUS ELISE 2dr open</b> Pure sports car. Great chassis and		E350 Bluetec AMG Line £41210 248 154 44  E-CLASS 5dr estate A return to the old Merc quali-
LAND ROVER  DEFENDER 3dr 4x4 An institution. Unbeatable off	<b>1.6</b> £29050 134 149 43		ties. Refined and relaxing  E220 Bluetec AMG Line  E38555 168 135 35  E220 Bluetec SE  E36060 168 133 34
90 2.2D Hard Top £23100 120 266 -	1.6 Sport     £30650     134     149     43       1.8 S     £37205     217     175     43       EXIGE 2dr coupé     Sharp, uncompromising track car.	1.5i SE-L Nav £19845 129 139 -	E250 AMG Line         £39770         208         147         39           E250 CDI AMG Line         £41250         201         145         40           E250 CDI SE         £38755         201         143         39
90 2.2D County £27305 120 269 25 90 2.2D XS S'Wagon £30505 120 269 26	Unforgiving on road  3.5 V6 S £54610 345 236 47  EVORA 2dr coupé Sublime combination of pliant ride	2.0i SE-L     £20095     153     -       2.0i SE-L Nav     £20695     153     -       2.0i Sport     £22695     153     -	E250 SE £37275 208 144 38 E300 BlueTEC Hybrid AMG Line £44165 201 119 44 E300 BlueTEC Hybrid SE £41670 201 119 44
road, crude on it ★★★☆☆ 110 2.2D Hard Top £25010 120 295 26	and sweet handling ★★★★  3.5 V6 £53080 276 217 50  3.5 V6 +2 £54980 276 217 50	2.0i Sport Nav £23295 153 MCLAREN	E350 Bluetec AMG Line £43015 248 159 44 E63 AMG £75905 549 234 47 E63 AMG S £85900 582 234 47
	3.5 V6 Sp. Racer £58850 276 217 50 3.5 V6 S £62290 345 229 50	<b>650S 2dr coupé</b> Extraordinary pace and handling. The car the 12C should have been ★★★★ 3.8 V8 £195250 641 - 50	E-CLASS 2dr coupé A return to the old Merc qualities. Refined and relaxing ★★★☆ E200 AMG Line £38635 181 140 39
110 2.20 XS S'Wagon £33405 120 295 28 110 2.20 XS Utility Wagon £32405 120 295 - FREELANDER 5dr 4x4 Classy, comfortable soft		<b>650S SPIDER 2dr open</b> More of the same although noisier – and better for it ★★★★	E400 AMG Line Plus
roader. Pricey but able ★★★☆ 2.2 TD4 150 SE £27765 148 165 21	<b>GHIBLI 4dr saloon</b> Classy and entertaining but less polished than a 5-Series ★★★☆	P1 2dr coupé Other-worldly. As worthy of a place in hypercar history as the F1 ★★★★	E250 CDI Bluetec AMG Line £40930 201 129 43 E350 Bluetec AMG Line £42625 228 149 46
2.2 SD4 190 SE £30270 188 185 24 2.2 SD4 190 SE Tech £32270 188 185 25	3.0 V6 S £64720 404 242 50 3.00 V6 £49160 271 158 50	MERCEDES-BENZ	E-CLASS CABRIOLET 2dr open Nice cabin, but ride isn't great. Six-pot engines best ★★☆☆ E200 AMG Line £42005 181 146 42
DISCOVERY 5dr 4x4 The best compromise between off and on-road ability ★★★☆	QUATTROPORTE 4dr saloon Not quite as sophisticated as it might have been. ★★★☆ 3.0 V6 S £8155 404 242 50		E400 AMG Line Plus £49795 329 185 48 E220 Bluetec SE £39985 168 127 41 E220 Bluetec AMG Line £42810 168 134 42
<b>3.0 SDV6 255 XS</b> £46865 252 213 40 <b>3.0 SDV6 255 HSE</b> £54495 252 213 41	3.8 V8 GTS     £109625     523     274     50       3.0D V6     £69235     271     164     50       GRANTURISMO 2dr coupé     Fantastic looks and	A180 SE £20715 121 128 18 A180 Sport £21840 121 133 18	S-CLASS 2dr coupé Heavyweight contender.
compact seven-seater ★★★★☆ 2.2 SD4 190 SE £32395 188 162 28		A200 Sport     £23365     154     134 23       A200 AMG Sport     £24615     154     136 24       A250 Engineered by AMG Sport     £29375     208 140 34	Continent smothering luxury         ★★★★           \$500         £96195         449         207         50           \$63 AMG         £125605         577         237         50
2.2 SD4 190 SE Tech     £33895     188 162 28       2.2 SD4 190 HSE     £37595     188 162 31       2.2 SD4 190 HSE Luxury     £41195     188 162 31	4.7 V8 MC Stradale £110135 453 360 50	A45 AMG 4MATIC     £38195     354     161     43       A180 CDI SE auto     £23240     107     98     16       A180 CDI Sport     £22785     107     102     16	\$65 AMG £183075 621 279 50



Tesla's long-awaited SUV will be launched towards the end of this year and will be powered by a pair of electric motors. Power output could in theory match the 682bhp of the Model S P85D, and Tesla has already promised a 0-60mph sprint time of 3.3sec. It will offer

a claimed range of up to 300 miles. Price £35,000 (est)

### SUMMER

Aston Martin Vantage GT12, Audi A8 Sport, Q7, BMW 3 Series facelift, Cadillac CTS-V, Chevrolet Volt, Citroën Berlingo Multispace, Ferrari 488 GTB, Ford Edge, Honda Civic Type R, HR-V, Jazz, Lamborghini Huracán Spider, Aventador Superveloce, Land Rover Range Rover SVAutobiography, Lotus Evora 400, Mazda MX-5, McLaren 675LT, P1 GTR, Mercedes-Benz GLE, GLE Coupé, Mercedes-Maybach \$600, Mitsubishi L200, Peugeot 2008 facelift, Porsche 911 GT3 RS, Boxster facelift, Boxster Spyder, Renault Kadjar, Toyota Mirai, Avensis facelift, Volkswagen Passat GTE, Passat Alltrack, Passat Bluemotion

### **AUTUMN/WINTER**

Alpina D3 Biturbo, Audi A4, Alfa Romeo Giulia, Bentley Grand Convertible, BMW X1, Elemental RP1, Ford Ka, Ecosport, Honda NSX, Hyundai ix20 facelift, Santa Fe facelift, Tucson, Infiniti Q30, Jaguar XF, F-Type SVR, Jeep Grand Cherokee facelift, Kahn Vengeance, Flying Huntsman Pick-Up, Kia Optima, Cee'd facelift, Koenigsegg Regera, Agera RS, Lexus GS F, RX, Mercedes-Benz A-Class facelift, G500 4x4, GLC, Mercedes-AMG C63 Coupé, Mini Clubman, **Nissan** Murano, Pulsar Nismo, **Peugeot** 308 GTi, **Porsche** 911 facelift, **Seat** Ibiza facelift, **Skoda** Superb, **Subaru** Levorg, **Tesla** Model X, **Toyota** Prius, **Vauxhall** Astra, **Volkswagen** Golf GTE, Transporter, Touran, Vuhl 05

Alpina B7, Alpine sports car, Bentley Bentayga, EXP 10 Speed 6, BMW 1 Series saloon, M2, Cadillac CT6, Chevrolet Camaro, **Detroit** Electric SP:01, **Ferrari** FF facelift, **Fiat** 124 Spyder, **Ford** Focus RS, GT, Infiniti QX30, Kia Sportage, Jaguar F-Pace, Land Rover Range Rover Evoque Cabriolet, Lotus 3-Eleven, Maserati Alfieri, Levante, Mercedes-Benz S-Class Cabriolet, Mercedes-AMG GT3, Mercedes-Maybach S-Class Pullman, Mini Countryman, Morgan EV3, Nissan Juke, Porsche Panamera facelift, Renault Mégane, Rolls-Royce Dawn, Seat Leon SUV, Skoda Roomster, Volkswagen Tiguan

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BMW is putting the final touches to its M2 Coupé ahead of a planned unveiling at the Detroit show in January. Power will come from a 3.0-litre six-cylinder petrol engine making more than 370bhp, meaning the M2 will slot in between the M235i and the M4. Six-speed manual or seven-speed dual-clutch automatic transmissions will be offered. Price £45,000 (est)

# **NEW CARS A-Z**

Selection of the select	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model Price	Insurance group Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model Price Bhp Insurance group	Make and Model Price Bhp CO ₂ g/km
Marche   M	S-CLASS 4dr saloon Still th real world. Calm, advanced, rewa	ne best luxury car in the irding ★ ★ ★ ★	ONE CONVERTIBLE 2dr open Lots of style poor ride and refinement ★★☆☆	ut 1.6 DIG-T 200 Nisr 1.5 dCi Visia	E21650 197 159 21 £15520 109 104 13	1.0 VTi Access + 1.0 VTi Active	£12045 67 99 6 £12995 67 99 6	RCZ 2dr coupé Classy, interesting, fun coupe. Peugeot's got its mojo back ★★★☆	0.9 TCe 90 Expr. + £13675 89 104 9 0.9 TCe 90 Eco Expr. + £13925 89 99 9
Section   Sect	S500 L AMG Line	£88400 449 207 50	COOPER CONVERTIBLE 2dr open Lots o	tyle, 1.5 dCi Acenta Pre	emium £18115 109 104 13	1.2 VTi Access +	£12545 81 104 8	<b>1.6 THP 156 GT</b> £24750 154 149 28	0.9 TCe Eco Dyn'que Media Nav £14925 89 99 9
Series (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (1964) 196 (196	S400 Hybrid L AMG Line	£74930 328 153 49	1.6 £18015 121	3 18 NOTE 5dr hatch	1 It lacks a bit of verve, but objectively	1.2 VTi Style	£14245 81 104 11	1.6 THP 270 R £32250 266 145 42	1.6 Renaultsport 200 £19145 197 144 29
And Marked Marke	S63 AMG L	£119845 577 237 50	1.6T S £21215 181	9 30 1.2 Visia	£12130 78 109 6	1.6 VTi Feline	£17245 118 129 14		1.5 dCi 90 Eco Expr. + £15225 89 83 13
Semination (16. 19.1) 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19.10 19	Maybach S600	£165700 501 274 50	1.6T S John Cooper Works £25460 208	7 36 1.2 Acenta Premiu	ım £14465 78 109 6	1.4 HDi Active	£14795 67 98 11	PORSCHE  BOXSTER 2dr onen Honed toned and cosmetically	1.5 dCi 90 Eco Dyn'q Media Nav £16225 89 83 13
Standard Market 19 19 19 19 19 19 19 19 19 19 19 19 19	S350 Bluetec AMG Line S350 Bluetec L SE Line	£67940 254 151 50	1.6D Highgate £22255 110	5 21 1.2 DIG-S Acenta F	Premium £15565 97 99 10	1.4 e-HDi Active EGC	£15495 67 87 11	enhanced. Scarily brilliant ★★★★	MEGANE 5dr hatch Stylish and refined but bland.
Mary	S350 Bluetec L AMG Line CLS 4dr saloon Saloon-like p		COUPE 2dr coupé Cynical perhaps, but the ha		£15525 89 92 8	1.6 e-HDi 115 Feline	£18695 113 99 19	3.4 GTS £54567 326 211 44	1.2 TCe 115 Expr.+ S-S £17570 113 119 14
State   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.	400 AMG Line	£55855 328 170 50	1.6 Cooper £16985 121	7 18 1.5 dCi Tekna	£17370 89 92 9	appointed but still no class lead	ler ★★★★☆	car by any measure	1.2 TCe 115 GT Line S-S £20070 113 119 15
Selection of the control of the cont	220 BlueTec AMG Line	£46500 175 129 44	<b>1.6T John Cooper Works</b> £24045 208	7 36 mile range	***	1.2 PureTech 110 Active	£17945 108 105 13	3.4 \$ £49478 320 211 41	1.6 110 Dyn'que TomTom £17750 109 159 15
1981 1981 1982 1982 1983 1983 1984 1985 1985 1985 1985 1985 1985 1985 1985	CLS 5dr shooting brake Salo	oon-like practicality,	ROADSTER 2dr open Occasionally fun, some	nes 80kw Visia	£26490 107 0 23	1.2 PureTech 110 Sportium	£17445 108 105 11	911 2dr coupé The best just got better. Still more than	1.5 dCi 110 Dyn' TomTom S-S £19245 109 90 17
State   Part	63 AMG S	£87010 577 231 50	1.6 Cooper £18295 121	3 19 80kw Acenta	£28590 107 0 23	1.2 PureTech 130 Allure	£19895 128 110 15	3.4 Carrera £74204 345 211 46	1.6 dCi 130 Dyn' TomTom S-S £19745 128 104 20
March   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967   1967	350 BlueTec AMG Line	£51400 254 162 47	1.6T John Cooper Works £25030 208	7 37 appeal goes no dee	eper than that ★★★☆☆	1.6 THP 205 GT	£24095 202 130 26	3.8 Carrera S £84240 395 223 47	MEGANE SPORT TOURER 5dr estate Stylish
March   Color   Colo	GLA250 AMG Line 4Matic	£31295 208 154 34	too far for us. Tough to like ★★★☆☆	1.2 DIG-T 115 n-ter	c £18995 114 117 10		£19845 118 82 22	3.8 Turbo S £143045 552 227 48	1.2 TCe 130 GT Line TomTom EDC £22470 113 119 15
Second	GLA200 CDI Sport	£26265 134 119 25	1.6T Cooper S £22485 181	9 30 1.5 dCi 110 Visia	£17595 109 94 11	1.6 HDi 115 Active	£19445 113 95 18	911 CABRIOLET 2dr open The best just got better.	1.2 TCe 115 GT Line TomTom S-S £21070 113 119 15
Margin   M	GLA200 CDI AMG Line	£27210 134 119 25	1.6T John Cooper Works £29575 208	5 34 1.5 dCi 110 n-tec	£20595 109 94 11	1.6 HDi 115 GT Line	£22195 113 100 18	3.4 Carrera £82864 345 216 49	1.6 VVT 110 Dyn'que TomTom £18750 109 159 15
	GLA220 CDI Sport 4Matic	£30645 168 129 28	1.6D Cooper D £20375 110	1 15 QASHQAI 5dr h	hatch Second generation a masterly	2.0 Blue HDi 150 GT Line	£23495 148 97 26	3.4 Carrera 4 £87720 345 223 49	1.5 dCi 110 Dyn'que TomTom S-S £20245 109 90 17
State   Control   Contro	G-CLASS 5dr 4x4 Massively	expensive and compro-	2.0D Cooper SD ALL4 £24535 141	6 19 1.6 dCi 130 Tekna	4WD £28500 128 115 19	308 SW 5dr estate Though	htfully developed and very	3.8 Carrera 4S £97985 395 235 50	1.6 dCi 130 Dyn'que TomTom S-S £20745 128 104 20
Comparison   Com	mised, but with character to spai G350 BlueTEC G63 AMG	£86445 208 295 -	than useful ★★★☆☆	1.2 DIG-T 115 Acen	ita £19850 113 129 14	1.2 PureTech 110 Access	£17145 108 109 13	3.8 Turbo £130148 513 231 50	MEGANE 3dr coupé Stylish but average in normal
13   15   15   15   15   15   15   15	GL-CLASS 5dr 4x4 Decent o size. Nice cabin, too	on road and off despite its	1.6 Cooper 2WD £18625 120	7 16 1.2 DIG-T 115 N-te	c + £22250 113 129 14	1.2 PureTech 110 Allure	£20045 81 111 13	<b>918 SPYDER 2dr open</b> Porsche's hybrid hypercar. A rare and hugely fast new five-star model ★★★★	1.2 TCe 130 GT Line TomTom EDC £22245 113 119 15
All And Seed Indian   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5	GL350 BlueTEC AMG Sport GL63 AMG	£60755 261 209 49 £93360 549 288 50	1.6T Cooper S ALL4 4WD £23240 181 1.6T JCW £28985 215	8 28 1.6 DIG-T 163 N-te 5 33 1.6 DIG-T 163 N-te	ec £23200 161 138 14 ec + £23750 161 138 14	1.2 PureTech 130 Allure 1.6 BlueHDi 120 Active	£20795 128 115 15 £20745 118 85 20	4.6 V8 £657400 875 70 50  MACAN 5dr 4x4 Spookily good handling. A sports	1.2 TCe 115 GT Line TomTom S-S £20845 113 119 15 1.6 WT 110 Dyn'que TomTom £18250 109 159 15
Second Column   Col	all-weather roadster	<b>★★★★☆</b>	1.6D Cooper 2WD £19885 110	1 18 1.5 dCi 110 Visia	£20015 109 99 17	1.6 HDi 115 Active	£20345 113 95 18	2.0 £41928 234 175 -	2.0T Renaultsport 275 Trophy £28930 271 174 36
State   Control   Contro	250 CGI BlueEff Sport	£38710 201 169 44	2.0D Cooper SD £22755 141	9 20 1.5 dCi 110 N-tec	£23450 109 99 14	1.6 HDi 92 Access	£17845 91 99 15	3.6 V6 Turbo £61689 395 216 44	1.5 dCi 110 GT Line TomTom S-S £22445 109 90 18
Margin   Pirity   Pirity   Pirity   Margin   M	SLK55 AMG	£55350 416 195 47	2.00 Cooper SD ALL4 4WD £24055 141	1.5 dCi 110 Tekna	£25550 109 99 15	1.2 PureTech 130 GT Line	£22345 128 115 16	PANAMERA 5dr hatch Technically brilliant and with	1.6 dCi 130 GT Line TomTom S-S £22945 129 104 20
Septiment products (1986) 19 19 19 19 19 19 19 19 19 19 19 19 19	SLK250 CDI AMG Sport	£37150 201 132 43		X-TRAIL 5dr 4x	4 Sleek, Qashqai-based crossover is an	2.0 BlueHDi 150 Allure	£22845 148 105 24	3.0 V6 S £83134 414 207 46	cabin, 1.4 TCe short on pace ★★☆☆
1.56   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57   1.57	stud farm. Merc at its best.	****	MiEV Keiko £28554 63	27 1.6 dCi Visia 2WD	£23195 128 129 19	2.0 BlueHDi 180 GT	£26845 178 107 29	3.0 V6 S E-hybrid £84456 410 71 50	1.2 TCe 130 GT Line TomTom £25300 118 169 19
Mode   Company	SL500 AMG Sport SL63 AMG	£81920 429 212 50	for the likes of us ★★★☆☆	1.6 dCi Acenta 4W	D £26695 128 139 20	163 HDi the best	****	3.6 V6 4 PDK £68169 306 206 47	1.6 dCi 130 Dyn'que TomTom £25045 109 124 17
April   Company   Compan	SL65 AMG <b>AMG GT 2dr coupé</b> Clever ar	£170825 621 270 50 nd handsome replacement	1.2 79 MIVEC 3 £12054 79	0 18 1.6 dCi Tekna 2WD	£29645 128 129 19		£24295 113 111 25	4.8 V8 Turbo S PDK £132077 562 242 50	SCENIC 5dr mpv Still a class act. Well priced and
Record contractive purposes from the part of the par	4.0 V8	£97200 456 216 50	otherwise unexceptional ★★★☆☆	PATHFINDER!	<b>5dr 4x4</b> Tough, but no Discovery.	2.0 HDi 140 Allure Nav	£24695 140 119 28	CAYENNE 5dr 4x4 Classy interior and mostly good	1.2 TCe 130 Dyn. TomTom XMOD £22405 113 140 18 1.2 TCe 130 Dyn'que TomTom \$ £20905 113 140 18
1985   1995   1997   19   19   19   19   19   19	CL 2dr coupé Comfortable big	g coupe. More GT than	1.6 3 2WD £17435 115	7 13 2.5 dCi 190 Acenta	a £32945 188 224 31	2.0 HDi 163 Allure Nav auto	£26595 161 140 30	3.0 V6 S E-Hybrid £62154 410 79 49	1.6 VVT 110 Dyn'que TomTom £19365 109 174 19
1.55 MIN.	CL500	£95545 429 227 50	1.8 DiD 4 4WD £23434 114	6 19 370Z 2dr coupé	Great engine and poised handling.	508 SW 5dr estate As goo	od as saloon, only better	3.6 V6 S £61770 414 229 48	1.2 TCe 115 Dyn. TomTom S-S £20555 113 135 18
2	CL65 AMG	£164840 621 334 50	SHOGUN 5dr 4x4 Has its appeal. Needs more	assis 3.7 V6 Nismo	£37585 345 248 46	1.6 e-HDi 115 Active Nav	£23395 113 110 24	4.8 V8 Turbo £94729 513 267 50	1.5 dCi 110 Dyn. TomTom S-S £21395 109 105 19
1.58   Deliver   1.58	proper Merc SUV ML350 BlueTEC SE Exec	****	3.2 Di-DC SG2 £29544 197		£32525 323 248 46	2.0 BlueHDi 150 Allure Nav	£27195 148 102 30		1.5 dCi 110 Dyn TomTom XMOD £21395 109 105 19 1.6 dCi 130 Dyn. TomTom S-S £22495 128 114 23
1.33 bar   1.25 bar	ML63 AMG ML250 BlueTEC SE Exec	£48190 201 165 38	<b>OUTLANDER 5dr 4x4</b> Practical and efficient	3.8 V6 2014 MY	£78030 523 275 50	2.0 HDi 163 Allure Nav auto	£27995 161 144 30	SAVVY 5dr hatch Compromise in quality isn't worth	1.6 dCi 130 Dyn TomTom XMOD £22495 128 114 24 Grand Scenic 5dr mpv As above, but with seven
## Amendmental program   ## # # # # # # # # # # # # # # # # #	ML350 BlueTEC AMG Line	£54000 254 189 43	2.0 PHEV GX3h £33304 200	1 26	£125000 523 275 50	2008 5dr hatch Efficient a	nd well-mannered but	1.2 Style £7995 75 134 8	1.2 TCe 130 Dvn. TomTom S-S £22125 113 140 19
2249 September   24490   161   149   2   24   161   162   22   161   161   23   22   161   161   23   22   161   161   23   22   161   161   23   22   161   161   23   22   161   161   23   22   161   161   23   22   161   161   23   22   161   161   23   22   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   161   161   23   23   23   23   23   23   23   2	With matching price tag	****	2.0 PHEV GX4hs £40054 200	1 24 M600 2dr coup		1.2 VTi 82 Access +	£13195 81 114 10	unjustifiable ★★☆☆☆	1.6 WT 110 Dyn'que TomTom £20590 109 178 19
222   Enter Lang Spart   C-1975   Enter   Enter   C-1975   Enter   E	V220 Sport	£44340 161 149 -	2.0 PHEV GX5hs £45054 200	1 24 4.4 V8		1.2 VTi 82 Allure	£15595 81 114 11	1.6 Sport £9495 111 157 19	1.6 dCi 130 Dyn. TomTom S-S £23715 128 114 24
Exposite	V220 Extra Long Sport	£45875 161 149 -	2.2 DI-D GX3 4WD £26784 148	0 23 PEUGEOT		1.6 VTi 120 Feline Calima	£18150 118 135 19	****	Lower prices make it a fine alternative ★★★☆
Mode   Set Nath Charly funds and nicely hybrid surper   Set Nath Charles   Set Nath Cha	V250 Sport V250 Extra Long SE	£46015 161 157 -	2.2 Di-D GX4s 4WD Au £34234 148	3 22 expensive	****	1.4 HDi 70 Access +	£14495 67 104 10	GEN-2 5dr hatch Hugely disappointing despite price	1.2 TCe 130 Dyn'que Nav £19695 118 -
Magnetic	V250 Extra Long Sport	£47550 161 157 -	3 WHEELER Odr open Eccentric, uniquely Er	ish 108 3dr hatch	Sister car to the Aygo. And distant	1.6 e-HDi 92 Active EGC S-S	£16845 91 98 17		1.5 dCi 110 Expr. + £19895 108 -
1.5 form	MG3 5dr hatch Neatly tuned		1 9 115 Sport £31140 115	5 - 10 Arress	£8345 68 95 6	1.6 e-HDi 92 Feline Calima	£19145 91 103 17		1.5 dCi 110 Dyn'que S Nav £22395 108 -
	1.5 3Time	£8399 105 136 4	1.9 115 Superdry £34900 115 1.9 115 Superdry £34995 115		£10595 68 95 7	1.6 e-HDi 115 Allure S-S	£18345 113 105 20	on the way home ★★★☆	1.5 OCI 110 Signature Nav £23595 108
Wide diff splane floor dynamics and space Provincing   \$\psi \psi \psi \psi \psi \psi \psi \psi	1.5 3Form Sport	£9549 105 136 4	kerbside status, but pricey ★★☆☆	1.0 Active S-S Top	£10845 68 88 7	1.6 e-HDi 115 Feline Mistral S	£20045 113 105 20		1.6 dCi 130 Dyn'que S Nav £24295 128 - 1.6 dCi 130 Dyn'que S Nav £23595 128 - 1.6 dCi 130 Dyn' S Nav 4WD £25095 128 -
18   Magnette TSE   21995   18   174   14   15   21905   18   174   17   10   10   10   10   10   10   10		nics and space. Poor finish	4-4 2dr open Has its appeal, but not so reward	to 1.2 VTi Allure Top 1.2 VTi Feline	£12095 81 99 11 £11945 81 99 11	tailgate a useful touch	****	TWIZY 2dr hatch Zany solution to personal mobility.	1.6 dCi 130 Signature Nav £24795 128 -
MacKed finate hatch Good dynamics and space. Poor finish	1.8T Magnette TSE 1.9 DTi Magnette TSE	£19955 158 174 14 £21195 148 129 14	1.6 £31500 110 <b>PLUS 4 2dr open</b> Has its appeal. Needs more	- 108 5dr hatch	Sister car to the Aygo. And distant y car rivals ★★☆☆	1.6 VTi 120 Access 1.6 VTi 120 Active	£17550 118 155 17 £19250 118 155 17	EV 13kW Urban £6895 17 0 10 EV 13kW Technic £7595 17 0 11	ROLLS-ROYCE
STCIFETS   E1895   158   174   4   Packets better brakes   ***********************************	MG6 5dr hatch Good dynami and running costs	ics and space. Poor finish  ★☆☆☆	finesse, but still charming ★★☆☆☆ 2.0 2 Seater £35400 145	1.0 Active 2 - 1.0 Active Top	£9995 68 95 6 £10995 68 95 7	1.6 VTi 120 Allure 1.6 THP 156 Allure	£21200 118 155 17 £22050 154 154 23	<b>ZOE 5dr hatch</b> Far more practical zero emission solution. Attractive price ★★★☆	
3.7 If C	1.8 TCI GT S 1.8 TCI GT SE	£16955 158 174 14	ROADSTER 2dr open More advanced, but pr	y and 1.0 Active S-S Top	£11245 68 88 7	1.6 HDi 115 Active	£20795 113 125 18	Dyn'que Zen £20043 87 0 16	6.6 V12 EWB £230000 563 317
PILISEIGHT 2dr age   PILISEIGHT 2dr age   Olde \( \foat{VS} \) charm lives on, but   Comparing to the property and the property of the prope	1.9 DTi GT S	£16995 148 129 13			£12495 81 99 11	1.6 e-HDI 115 Access EGC	£20195 113 110 18	TWINGO 5dr hatch Rear-engined city car is cleverly	tag. Benchmark ride quality ★★★☆
AB VB	1.9 DTI GT SE 1.9 DTI GT TSE		PLUS EIGHT 2dr open Olde V8 charm lives o	but 208 3dr hatch	Big improvement for Peugeot, if not the	1.6 e-HDI 115 Allure EGC	£23595 113 112 17	0.9 TCe 90 Dyn'que Energy £11695 89 99 8	6.8 V12 EWB £336700 453 380
La Pine   Care	MINI Hatch 3dr hatch Has matur	red very satisfyingly into	4.8 V8 £85200 367	- 1.0 VTi Access	£10195 67 99 5	2.0 HDi FAP 150 Allure	£23850 148 139 22	1.0 SCe 70 Play £9995 69 105 3	tag. Benchmark ride quality ★★★☆
1.5 Cooper   E15805   134   105   18   average overall		nder ★★★★ £13955 102 108 12	MICRA 5dr hatch Low running costs but below	1.0 VTi Active	£12395 67 99 6 £11945 81 104 8	2.0 HDi Hybrid 4 Allure 5008 5dr mpv Well resolve	£28245 197 99 31	CAPTUR 5dr hatch On message compact crossover.  Better looking than most ★★★☆	PHANTOM 2dr open Opulence befitting the price tag Benchmark ride quality ★★★☆
1.50 Done	1.5 Cooper 2.0 S Cooper	£15505 134 105 18 £18840 189 133 26	average overall ★★★☆☆ 1.2 Visia £10295 79	1.2 VTi Active 5 6 1.2 VTi Allure	£12895 81 104 8 £14295 81 104 8	useful 7-seat interior 1.6 VTi 120 Access	★★★★☆ £19350 118 159 13	0.9 TCe Expr.+ £14295 89 115 9 0.9 TCe 90 Dyn'que Media Nav £15395 89 115 9	6.8 V12 Drophead £332400 453 377  WRAITH 2dr coupé In many respects - not least from
ATCH 5dr hatch   Additional door hardly adds.charm.   1.2 DiG-Seenta   E13045   97   99   10   1.4 Hi) Access   E13045   67   98   11   1.6 e-Hi) ITS Active   EC   E23495   13   12   16   1.5 GC1 90   Egyr.   E15995   89   95   11	1.5 D One 1.5 D Cooper	£15075 114 89 11 £16635 114 92 15	1.2 Acenta £11945 79 1.2 Tekna £13345 79	5 7 1.2 VTi Style 5 7 1.6 THP 156 XY	£13645 81 104 11 £18150 154 135 26	1.6 VTi 120 Active 1.6 THP 156 Allure	£21100 118 159 15 £23750 154 163 19	0.9 TCe 90 Dyn'que S Media N £16795 89 115 10 1.2 TCe 120 Dyn'que Media N £17695 118 125 14	behind the wheel - the best Roller ★★★★
1.2 Done   1.4 Section   1.5 Color   1.2   1.2		I door hardly adds charm.	1.2 DIG-S Acenta £13045 97	9 10 1.4 HDi Access+	£13245 67 98 11	1.6 e-HDi 115 Active EGC	£23495 113 123 17	1.5 dCi 90 Expr.+ £15995 89 95 11	
2.0 S Cooper E1940 189 136 26 1.2 DiG-T Acenta E15320 114 129 12 1.6 e+DiD 24 Mire E16245 91 95 17 1.6 HB IT15 Mire E24550 113 135 16 Only the First Aces to better ★★★★☆ 1.0 60 S.C. £7955 59 10 1.5 Done £15675 94 92 11 1.2 DiG-T Acenta Premium £16720 114 129 12 1.6 e+DD 92 XV £17895 91 95 16 2.0 HD ISO Active £23750 148 138 20 1.2 TCe 120 GF-Line EDC £17725 118 120 14 1.0 60 S.C. £7950 59 10 1.5 Done £17235 114 95 15 1.2 DiG-T Iso Acenta Premium £18770 114 129 12 1.6 e+HD 115 XV £18545 113 99 20 2.0 HD ISO Active acto £24550 161 149 20 1.6 Renaultsport 200 Ltux £2095 197 144 29 1.0 60 Toca £9995 59 10 1.0 HD ISO Active Acenta Premium £1815 18 18 192 10 1.6 HD ISO Acenta Premium £1815 18 18 192 11 1.6 HD ISO Acenta Premium £1815 18 18 192 10 1.6 HD ISO Acenta Premium £1815 18 18 192 10 1.6 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 10 1.0 HD ISO Acenta Premium £1815 18 18 192 11 10 1.0 HD ISO Acenta Premium £1815 18 18 192 11 10 11 11 11 11 11 11 11 11 11 11 11	1.2 One	£14565 102 112 12	JUKE 5dr hatch High-riding, funky hatch is a	mpel- 1.4 HDi Style	£14945 67 98 10	1.6 HDi 115 Access	£21045 113 124 16	1.5 dCi 90 Dyn'que S Media N £18495 89 95 12	Up. Cheaper, though ★★★☆☆
.50 Cooper E17235 114 95 15 1.2 DiG-Tekna E17770 114 129 12 1.6 e-Politis XY E18545 113 99 20 2.0 Hbi 163 Active auto £24950 161 149 20 1.6 Penaltisport 200 Lux £20295 197 144 29 1.0 60 Toca £9995 59 10 10 10 10 10 10 10 10 10 10 10 10 10	2.0 S Cooper	£19440 189 136 26	1.2 DIG-T Acenta £15320 114	9 12 1.6 e-HDi 92 Allur	e £16245 91 95 17	1.6 HDi 115 Allure	£24550 113 135 16	Only the Fiesta does it better ★★★☆	1.0 60 S AC £8705 59 105
1.6 DIG-T 190 Acenta Premium £18150 188 159 21 supermini class ★★★☆ 2.0 HDI 163 Allure auto £26750 161 149 19 1.2 75 Expr. + £12675 75 127 8 1.0 75 SE auto £10760 74 10	1.5 D Cooper	£17235 114 95 15	1.2 DIG-T Tekna £17770 114	9 12 1.6 e-HDi 115 XY	£18545 113 99 20	2.0 HDi 163 Active auto	£24950 161 149 20	1.6 Renaultsport 200 Lux £20295 197 144 29	1.0 60 Toca £9995 59 105 1
1.6 DIG-T 190 Tekna £ 1920 188 159 21 1.0 VTI Access £ 10795 67 99 5 1.2 75 Dyn'r que Media Nav £ 13675 75 127 8 1.0 75 Sport £ 10380 74 10	оо оооры		1.6 DIG-T 190 Acenta Premium £18150 188	9 21 supermini class				1.2 75 Expr. + £12675 75 127 8	1.0 75 SE auto £10760 74 105 2

Make and Model	Price Bhp CO _{2 g} /km	Make and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model	Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO ₂ g/km Insurance group
MII 5dr hatch Predictably not Up. Cheaper, though	t quite as good as the VW	SKODA CITIGO 3dr hatch The VW U	p in entry-level Skoda	1.6 TDI 110 GreenLine £2142 1.6 TDI 110 SE Business G'line £2142	5 108 90 15 5 108 90 19	SMART FORTWO 3dr hatch A bett	er Fortwo than ever, but
1.0 60 S 1.0 60 S AC 1.0 60 SE	£8545 59 105 £9055 59 105 £9980 59 105		★★★☆☆ £8275 59 105 1 £9135 59 105 1	2.0 TDI 150 Eleg. 4x4 £2478 2.0 TDI 150 SE 4x4 £2318 2.0 TDI 150 SE Business £2173	5 148 120 19	there's no new reason to buy it 0.9 90 Passion 0.9 90 Prime	★★★☆ £11720 89 97 - £12415 89 97 -
1.0 60 Toca 1.0 60 Ecomotive 1.0 75 SE auto	£10345 59 105 £9880 59 96 £11110 74 105		£10670 59 105 2 £9495 59 95 1 £10010 59 95 1	1.2 TSI 105 S £1733 1.2 TSI 105 SE £1868 1.4 TSI 140 SE £1988	0 104 117 13	0.9 90 Proxy 1.0 70 Passion 1.0 70 Prime	£12415 89 97 - £11125 70 93 - £11820 70 93 -
1.0 75 Sport IBIZA 3dr hatch Sharp looks	£10730 74 108 2		£10400 74 98 2	1.4 TSI 140 SE £1900 1.4 TSI 140 Eleg. £2158 1.8 TSI 180 Laurin & Klement £2783	0 138 121 19	1.0 70 Proxy FORFOUR 5dr hatch Four	£11820 70 93 -
needs a manual 1.2 12v 70 S A-C 1.4 85 SE	★★★☆☆ £11410 69 125 5 £12545 84 139		★★★☆ £8625 59 105 1 £9485 59 105 1	2.0 TSI 220 VRS £2503 1.6 TDI 105 S £1938 1.6 TDI 105 SE £2073	0 104 99 13	more mainstream. Still expensi 1.0 70 Passion 1.0 70 Prime	ve, though ★ ★ ★ ☆ ☆ £11620 70 97 - £12315 70 97 -
1.4 85 Toca 1.2 TSI 105 SE DSG	£12870 84 139 1 £14185 104 124 1	1.0 60 Monte Carlo 2 1.0 60 Greentech SE	£11020 59 105 2 £9845 59 95 1	1.6 TDI 105 Eleg. £2243 2.0 TDI 150 SE £2173	0 104 99 14 5 148 106 19	1.0 70 Proxy 1.0 70 Edition 1	£12315 70 97 - £13365 70 97 -
1.2 TSI 105 FR 1.2 TSI 105 FR DSG 1.4 TSI 140 ACT FR	£14190 104 119 13 £15285 104 124 13 £15495 138 109 2	2 1.0 75 Greentech Eleg.	£10360 59 95 1 £10750 74 98 2	2.0 TDI 150 Scout 4x4 £2540 2.0 TDI 150 Eleg. £2333 2.0 TDI 150 Laurin & Klement £2766	0 148 110 20	0.9 90 Passion 0.9 90 Prime 0.9 90 Proxy	£12215 89 99 - £12910 89 99 - £12910 89 99 -
1.4 TSI 140 ACT FR Edition 1.4 TSI 180 Cupra DSG	£16110 138 109 2 £18980 178 139 2	2 as likeable an all-rounder as you		2.0 TDI 150 Laurin Klement 4x4 £2911 2.0 TDI 184 Scout 4x4 £2820	5 148 122 21	0.9 90 Edition 1	£14315 89 99 -
1.2 TDI 75 S A-C 1.2 TDI 75 S A-C Ecomotive 1.2 TDI 75 SE Ecomotive	£13305 74 102 £13830 74 92 £14360 74 92	7 1.0 75 SE	£11460 74 108 4 £12820 74 108 3 £13610 74 108 3	2.0 TDI 184 vRS £2527  SUPERB 5dr hatch Enormous and to price E-class for the masses		SSANGYONG KORANDO 5dr hatch Goo class standards	d for a Ssangyong, poor by ★★☆☆☆
1.6 TDI 105 SE 1.6 TDI 105 FR		1.2 TSI 90 SE	£13450 89 107 8 £14240 89 107 8	1.6 TDI 105 SE Business GreenL £2062 2.0 TDI 140 Eleg. £2484	5 103 109 17	2.0d SE 2WD 2.0d SE4 4WD	£14995 147 147 19 £16495 147 157 19
2.0 TDI 143 FR  IBIZA 5dr hatch Sharp looks needs a manual	£17085 141 123 23 and handling. Cupra ★★★☆	2 1.2 TSI 110 S DSG 1.2 TSI 110 SE 1.2 TSI 110 SE L	£13740 108 109 13 £14100 108 110 12 £14890 108 110 12	2.0 TDI 140 SE Business £2109 2.0 TDI 170 Eleg. 4x4 £2867 2.0 TDI 170 Laurin & Klement 4 £3079	0 168 147 25	2.0d ELX4 4WD  TIVOLI 5dr hatch Trails the small crossover - but not by mu	
1.2 12v 70 S A-C 1.4 85 SE	£11960 69 125 1 £13095 84 139	1.4 TDI 90 S	£14090 89 93 12 £15450 89 93 10	2.0 TDI 170 SE 4x4 £2596 1.4 TSI 125 S £1869	0 168 147 24	1.6 D EX 4WD 1.6 SE	£17100 113 113 - £12950 126 149 -
1.4 85 Toca 1.2 TSI 105 SE DSG	£13420 84 139 1 £14735 104 124 13 £14740 104 119 13	2 1.4 TDI 105 SE L	£16240 89 93 11 £16840 104 95 12	1.8 TSI 160 SE £2173 1.8 TSI 160 Eleg. DSG £2575	0 158 162 26	1.6 EX 1.6 ELX	£15600 126 149 - £16000 126 149 -
1.2 TSI 105 FR 1.2 TSI 105 FR DSG 1.4 TSI 140 ACT FR	£14740 104 119 13 £15835 104 124 13 £16045 138 109 2	as likeable an all-rounder as you		3.6 V6 FSI Eleg. 4WD £3066 3.6 V6 FSI Laurin and Klement £3278 1.6 TDI 105 S Greenline £2020	0 256 215 34	1.6 D SE 1.6 D EX 1.6 D ELX	£14200 113 113 - £15850 113 113 - £17250 113 113 -
1.4 TSI 140 ACT FR Edition 1.2 TDI 75 S A-C	£16660 138 109 2 £13855 74 102	7 1.0 75 SE L	£13965 74 109 3 £14755 74 109 3	1.6 TDI 105 SE Greenline £2166 1.6 TDI 105 Eleg. Greenline £2399	0 103 109 17	1.6 D ELX 4WD  REXTON W 5dr 4x4 Rugge	
1.2 TDI 75 S A-C Ecomotive 1.2 TDI 75 SE Ecomotive 1.6 TDI 105 SE	£14380 74 92 £14910 74 92 £15460 104 112 1		£14740 108 109 13 £15245 108 110 12 £16035 108 110 12	1.6 TDI 105 S £1989 2.0 TDI 140 S £2049 2.0 TDI 140 SE £2213	0 138 119 22	short work of mud. Tarmac mor 2.0 SX 2.0 EX	£21995 155 196 - £24495 155 196 -
1.6 TDI 105 FR 2.0 TDI 143 FR	£16460 104 112 1 £17635 141 123 2	1.2 TSI 90 SE 2 1.2 TSI 90 SE L	£14595 89 107 8 £15385 89 107 8	2.0 TDI 140 Eleg. 4WD £2643 2.0 TDI 140 Laurin and Klement £2696	0 138 137 22 0 138 119 24	TURISMO 5dr mpv Incred huge real estate for the money	ibly ungainly but offers ★★★☆☆
IBIZA 5dr estate Rivals are r fun 1.2 70 S A-C	more practical but ibiza   ★★★☆☆ £12660 69 128 !	1.4 TDI 90 S	£17985 104 97 12 £15090 89 94 10 £16595 89 94 10	2.0 TDI 140 Laurin Klement 4WD £2855 2.0 TDI 170 SE £2306 2.0 TDI 170 Eleq. £2577	0 168 120 25	2.0D S 2.0D ES 2.0D EX	£17995 155 199 27 £19995 155 199 27 £23995 155 212 29
1.4 85 SE 1.4 85 Toca	£13795 84 139 £14120 84 139 1	9 1.4 TDI 90 SE L RAPID 5dr hatch Slender fir	£17385 89 94 11 ve-door hatch makes most	2.0 TDI 170 Laurin and Klement £2789 SUPERB 5dr estate Enormous and	0 168 120 26 brilliant. A	SUBARU	
1.2 TSI 105 SE DSG 1.2 TSI 105 FR 1.4 TSI 140 ACT FR	£15435 103 124 13 £15440 103 119 13 £16745 138 109 2	2 1.6 TDI 105 E	★★★☆☆ £17145 103 114 16 £17715 103 114 13	cut-price E-class for the masses 1.4 TSI S £1981 1.6 TDI 105 S £2101	5 123 142 19	FORESTER 5dr 4x4 Solid, unsexy 2.0i XE	spacious and willfully  ★★★☆  £25495 147 160 23
1.2 TDI 75 S A-C 1.2 TDI 75 S A-C Ecomotive	£14555 74 105 £15080 74 92	1.6 TDI 90 GreenLine	£17975 103 99 13 £17965 103 104 13	1.6 TDI 105 S Greenline £2132 1.6 TDI 105 SE Business GreenL £2190	5 103 113 17	2.0i XE Premium 2.0i XT Turbo CVT	£27495 147 160 23 £30995 237 197 34
1.2 TDI 75 SE Ecomotive 1.6 TDI 105 SE	£15610 74 92 £16160 104 112 1	7 1.6 TDI 90 GreenTech SE 1.6 TDI 90 S	£17215 103 104 13 £16015 103 114 13	1.6 TDI 105 SE Greenline £2294 1.8 TSI 160 Eleg. DSG £2703	5 103 113 17 0 158 164 26	2.0d X 2.0d XC	£24995 145 150 24 £26995 145 156 25
1.6 TDI 105 FR  TOLEDO 5dr hatch Makes p no other lasting impression	£17160 104 112 14 ractical sense, but leave ★★★☆☆		£16965 103 114 13 £13350 74 137 7 £14140 84 119 10	1.8 TSI 160 SE £2301 2.0 TDI 140 Eleg. £2612 2.0 TDI 140 Eleg. 4x4 £2771	0 138 119 23	2.0d XC Premium  XV 5dr 4x4 No nonsense cro enough sense	£29495 145 156 25 ossover doesn't quite make ★★★☆☆
1.2 TSI 85 S 1.2 TSI 105 S	£14265 84 119 1 £15295 104 116 1	1.2 TSI 86 SE 3 1.2 TSI 86 GreenTech S	£15090 84 119 10 £14390 84 114 10	2.0 TDI 140 Laurin and Klement £2889 2.0 TDI 140 Laurin Klement 4x4 £3048	0 138 119 24 0 138 139 23	2.0i SE 2.0i SE Premium	£21995 148 160 21 £23995 148 160 22
1.2 TSI 105 SE 1.4 TSI 122 SE DSG 1.6 TDI 105 CR S Ecomotive	£16515 104 118 14 £17965 120 134 1 £17150 104 104 1	7 1.2 TSI 105 SE	£15340 84 114 10 £15790 104 125 13 £16540 104 125 13	2.0 TDI 140 Outdoor 4x4 £2700 2.0 TDI 140 Outdoor Plus 4x4 £2800 2.0 TDI 140 S £2161	0 138 139 23	2.0D SE 2.0D SE Premium OUTBACK ESTATE 5dr 4:	£23995 144 146 26 £25995 144 146 27
1.6 TDI 105 CR SE Ecomotive  LEON 3dr hatch	£18370 104 106 1		£16040 104 118 13 £16790 104 118 13	2.0 TDI 140 SE £2341 2.0 TDI 140 SE Business £2237	0 138 119 23	but no benchmark  2.5i SE Lineartronic	★★★☆☆ £28495 163 161 19
1.6 TDI 110 SE Ecomotive 1.2 TSI 110 S	£15815 108 114 1	1.2 TSI 105 Sport 3 1.4 TSI 122 SE DSG		2.0 TDI 170 Eleg. £2705 2.0 TDI 170 Eleg. 4x4 £2995	0 168 149 25	2.5i SE Premium Lineartronic 2.0D SE	£27995 148 145 22
1.2 TSI 110 SE 1.4 TSI 125 SE 1.4 TSI 150 FR	£17535 123 120 1	3 1.4 TSI 122 Eleg. DSG 5 1.4 TSI 122 GreenTech SE DSG 1.4 TSI 122 GreenTech Eleg.	£17705 120 127 18	2.0 TDI 170 Laurin and Klement £2982 2.0 TDI 170 Laurin & Klement 4x4 £3272 2.0 TDI 170 Outdoor 4x4 £2924		WRX STI 4dr saloon Appe	£30995 148 145 23 alingly old fashioned and
1.8 TSI 180 FR 2.0 TSI 265 Cupra	£20740 178 137 2 £25960 261 154 3	5 1.6 TDI 105 S 2 1.6 TDI 105 SE	£16590 103 114 16 £17540 103 114 15	2.0 TDI 170 Outdoor Plus 4x4 £3024 2.0 TDI 170 SE £2434	0 168 149 25 0 168 122 25	2.5 STI BRZ 2dr coupé The GT-86's	£28995 296 242 40 half brother looks just as
2.0 TSI 280 Cupra 1.6 TDI CR 105 S 1.6 TDI CR 105 SE	£27210 276 154 3 £17515 104 99 1 £18635 104 99 1	1.6 TDI 105 GreenTech SE	£18290 103 114 15 £17790 103 106 15		0 168 149 24 0 256 217 34	2.0i SE	£22495 197 181 30 £23995 197 181 31
2.0 TDI CR 150 SE 2.0 TDI CR 150 FR	£19985 148 106 19 £21530 148 106 2	RAPID SPACEBACK 5dr	<b>estate</b> Estate shape		5 103 113 17		£23993 191 101 31
2.0 TDI CR 184 FR  LEON 5dr hatch Sharp looks		1.2 TSI 105 Greentech Eleg.		awkward image ★★ 1.2 S £1210	★★☆ 5 69 143 5	CELERIO 5dr hatch Room bargain price	****
back from the Golf's quality 1.6 TDI 110 SE Ecomotive 1.2 TSI 110 S	******* £19925 108 87 1- £16115 108 114 13	1.2 TSI 105 Greentech SE 4 1.2 TSI 105 SE 3 1.2 TSI 86 Greentech S	£16430 104 118 15 £16180 104 125 14 £14750 84 114 12	1.2 TSI 85 S £1275	5 69 143 6 0 84 134 9 5 84 134 9	1.0 Dualjet SZ3	£9799 68 99 - £8499 68 84 - £6999 68 99 -
1.2 TSI 110 SE 1.4 TSI 125 SE	£17235 108 114 13 £17835 123 120 1	3 1.2 TSI 86 Greentech SE 5 1.2 TSI 86 S	£15730 84 114 12 £14500 84 119 11	1.2 TSI 85 Scout £1468 1.2 TSI 105 S auto £1418	5 84 134 9 5 104 134 12	1.0 SZ3 1.0 SZ4	£7999 68 99 - £8999 68 99 -
1.4 TSI 150 FR 1.8 TSI 180 FR 2.0 TDI CR 184 FR		1.2 TSI 86 SE 1.4 TSI 122 Eleg. DSG 1.4 TSI 122 Greentech SE DSG	£15480 84 119 12 £18445 120 134 18 £18105 120 127 18	1.2 TSI 105 Scout £1535	0 104 134 12 0 104 134 12 5 74 109 9	Sport is excellent fun	xs and rewarding handling. ★★★☆ £8999 93 116 11
2.0 TSI 280 Cupra 1.6 TDI CR 105 S	£27510 276 154 33 £17815 104 99 13	3 1.4 TSI 122 G'tech Eleg. DS 3 1.4 TSI 122 SE DSG	£18565 120 127 18 £17985 120 134 17	1.6 TDI CR 90 SE £1541 1.6 TDI CR 90 Scout £1596	5 89 124 11 5 89 124 11	1.2 SZ3 1.2 SZ4	£10599 93 116 11 £11699 93 116 11
1.6 TDI CR 105 SE 2.0 TDI CR 150 SE 2.0 TDI CR 150 FR	£18935 104 99 13 £20285 148 106 1	3 1.6 TDI 105 Eleg. 9 1.6 TDI 105 Greentech Eleg.	£18390 103 114 16 £18640 103 106 16	1.6 TDI CR 105 SE £1564	0 104 124 13 0 104 124 13		£13999 134 147 19 cs and rewarding handling.
LEON 5dr estate Sharp look back from the Golf's quality		) 1.6 TDI 105 Greentech SE y 1.6 TDI 105 S 1.6 TDI 105 SE	£18180 103 106 16 £16950 103 114 15 £17930 103 114 16		<b>★★☆</b>	1.2 SZ3 4x4	£12099 93 116 11 £13699 93 116 11
1.2 TSI 105 S 1.2 TSI 105 SE	£16675 104 114 1: £17795 104 114 1:	2 1.6 TDI 90 GreenLine 3 1.6 TDI 90 GreenTech Eleg.	£17355 89 99 14 £17990 89 106 14	2.0 TDI 110 Outdoor SE 4WD £2140 2.0 TDI 140 Outdoor SE Bness 4 £2223	5 109 154 14 0 138 152 18	1.2 SZ2 1.2 SZ3	£9499 93 116 11 £11099 93 116 11
1.4 TSI 140 FR 1.4 TSI 140 SE 1.6 TDI 110 SE Ecomotive	£20390 138 122 13 £18845 138 122 13 £20920 108 87 14		£17530 89 106 14 £16300 89 114 13 £17280 89 114 14	1.2 TSI 105 Outdoor S £1691	5 103 142 13 5 103 142 13 5 103 142 13	1.6 Sport	£12199 93 116 11 £14499 134 147 19 Not class-leading, but a
1.6 TDI CR 105 S 1.6 TDI CR 105 SE	£18810 104 99 13 £19930 104 99 13	3 1.6 TDI 90 Eleg. 3 OCTAVIA 5dr hatch Extend	£17740 89 114 14 led wheelbase makes the	1.2 TSI 105 Outdoor SE £1842 1.2 TSI 105 Eleg. £2025	5 103 142 13 0 103 142 14	very worthy crossover also-ran 1.6 SZ3	1 ★★★☆☆ £13999 118 127 13
1.8 TSI 180 FR 2.0 TDI CR 150 FR	£22035 178 137 2 £22825 148 106 2	Octavia an even more practical 1.6 TDI 105 SE Business	choice ★★★☆ £19775 104 99 14	1.2 TSI 105 Outdoor Eleg. £2025 1.8 TSI 160 Outdoor L&K 4WD £2594	0 103 142 14 0 158 184 22	1.6 SZ-T 1.6 SZ5	£17999 118 127 13 £20249 118 127 14
2.0 TDI CR 150 SE 2.0 TDI CR 184 FR 2.0 TDI 150 SE X-Perience	£21280 148 106 1 £23815 181 112 2 £24385 148 129 1	1.2 TSI 105 SE	£17875 104 114 13	1.6 TDI 105 Outdoor S GreenLin £1840			£22049 118 135 14 £16999 118 110 20 £17999 118 110 20
2.0 TDI 150 SE Tech X-Perience 2.0 TDI 184 SE Tech X-Perience	£26370 148 129 2 £28870 181 129 2	1.4 TSI 140 Eleg. 1.8 TSI 180 Laurin & Klement	£20775 138 121 19 £26630 178 135 25	1.6 TDI 105 Outdoor SE GreenLi £1991 1.6 TDI 105 Eleg. GreenLine £2167	5 103 119 14 5 103 119 14	1.6 DDIS SZ-T 1.6 DDIS SZ-T Allgrip	£19499 118 110 20 £21299 118 114 18
ALTEA 5dr hatch Short on ir visibility. Well-judged drive	nterior flexibility and ★★★☆☆	2.0 TSI 220 VRS 1.6 TDI 105 S	£23830 217 142 29 £18575 104 99 13	1.6 TDI 105 Outdoor Eleg. £2167 2.0 TDI 110 S £1825	5 103 119 14 5 109 134 14	1.6 DDIS SZ5 1.6 DDIS SZ5 Allgrip	£21749 118 110 19 £23549 118 114 19
1.6 TDI 105 i-Tech Ecomotive 2.0 TDI 140 i-Tech XL 1.6 TDI 105 i-Tech Ecomotiv	£16245 138 129 1	1.6 TDI 105 Eleg.	£19925 104 99 13 £21625 104 99 14 £20225 108 90 15	2.0 TDI 110 Outdoor S 4WD £1989	5 109 134 14 5 109 154 14 5 109 134 14		orthy addition to the class.  ★★★☆☆ £19799 118 123 -
XL 2.0 TDI 140 i-Tech <b>Alhambra 5dr mpv</b> Pract	£16965 138 129 19 tical, refined and good	9 1.6 TDI 110 SE Business Greenl 2.0 TDI 150 SE	£20225 108 90 19 £20535 148 106 19	2.0 TDI 110 Outdoor SE £1976 2.0 TDI 110 Eleg. £2159	5 109 134 14 0 109 134 14	1.6 SZ4 1.6 SZ-T	£13999 118 123 - £15499 118 123 -
	****	2.0 TDI 150 SE Business 3 2.0 TDI 150 Eleg.	£20535 148 106 20	2.0 TDI 110 Outdoor Eleg. £2159 2.0 TDI 140 Outdoor SE 4WD £2223	0 109 134 14 0 138 152 18	1.6 DDiS SZ-T	£17999 118 123 - £16999 118 106 -
2.0 TDI 140 Ecomotive S			C2/4/E 140 407 CT				
value. Not exciting 2.0 TDI 140 Ecomotive S 2.0 TDI 140 Ecomotive SE 2.0 TDI 140 Ecomotive I-TECH 2.0 TDI 140 Eco' SE Lux	£27510 138 146 1 £28630 138 146 1	3 2.0 TDI 150 Laurin & Klement 3 2.0 TDI 184 vRS	£24075 181 115 26	2.0 TDI 140 Outdoor Eleg. 4WD £2416 2.0 TDI 140 Outdoor L&K 4WD £2749 2.0 TDI 170 Outdoor Eleg. 4WD £2484	5 138 164 19 0 168 149 22	1.6 DDIS SZ5 AllGrip	£19499 118 106 - £21299 118 106 -
2.0 TDI 140 Ecomotive S 2.0 TDI 140 Ecomotive SE	£27510 138 146 13 £28630 138 146 13 £30900 138 146 13 £28750 138 158 2	2.0 TDI 150 Laurin & Klement 2.0 TDI 184 vRS OCTAVIA 5dr estate Exten	£24075 181 115 26 ded wheelbase makes the		5 138 164 19 0 168 149 22	1.6 DDIS SZ5 AllGrip	£21299 118 106 - s luxury, range and,

# **AUTOCAR TOP FIVES** Crossovers



From £18,000 Nissan Qashqai Virtually invented the crossover segment. The latest version, subtly better all round, retakes the class lead. ★★★★



Ford Kuga From £21,000 Bigger and bolder than its predecessor, but it's the unmatched dynamics that make the Kuga a familiar option. ★★★☆ From £21,000



Mazda CX-5 From £21,000 Larger than you'd think; probably better, too. Skyactiv diesel engine is one of the best. Interior less compelling. ★★★☆



From £21,000 Honda CR-V Decent, but incredibly sensitive to spec. Get it right and it'll measure up. Get it wrong and it probably won't. ★★★☆☆



**Kia Sportage** From £18,000 Seems oddly long in the tooth now, but clever looks mean it still From £18,000 cuts a dash. Engine line-up needs updating. ★★★☆☆

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Make and Model Price Bhp CO ₂ g/km Insurance group	Make and Model Price Bhp CO_2 g/km Insurance group	Make and Model Price Bhp CO_2 g/km Insurance group	Make and Model Price Bhp CO ₂ g/km Insurance group	Make and Model  NEDAMSMAN  NEDAMS	
85kWh         £58680         416         -           85kWh Dual Motor         £62780         416         -           85kWh Performance         £79080         416         -	LAND CRUISER 3dr 4x4       A real go-anywhere         vehicle. Spongey on road       ★★★☆         3.0 D-4D 188 LC3       £32765       185 214 31	1.6CDTi 110e*FLEX Tec LnGT S-S     £19770     108     97     9       1.6CDTi 136e*FLEX Tec LnGT S-S     £20365     134     104     9       1.6i WT 115 Design     £16160     114     147     12	2.0 CDTi 170 SE     £22134     168 114 -       2.0 CDTi 170 Tech Line     £22984     168 114 -       2.0 CDTi 170 Elite     £24514     168 114 -	UP 3dr hatch Hardly revolutionary, just quantifiably better ★★★☆	■ 2.0 TDI 150 GT £25875 148 115 17  JETTA 4dr saloon Big boot, pleasant dynamics and good pricing. A bit dull ★★★☆
TOYOTA  AYGO 3dr hatch Probably the best of its ilk, but we'd	LAND CRUISER 5dr 4x4       A real go-anywhere         vehicle. Spongey on road       ★★★☆         3.0 D-4D 190 LC3       £37015       187 213 31	1.6i WT 115 Excite     £18635     114     147 12       1.6i WT 115 Tech Line GT     £17610     114     147 12       1.6i WT Tech Line     £17485     114     147 12	2.0 CDTi 170 Elite Nav     £25364     168     114       2.0 CDTi 195 Biturbo SRi     £24954     192     125     24       2.0 CDTi 195 Biturbo SRi VX-Line     £26174     192     125     24	1.0 75 Groove Up     £12125     74     108     4       1.0 75 Rock Up     £13580     74     108     4       1.0 60 Take Up     £8870     59     105     1	1.4 TSI 125 S £18895 123 125 18 1.4 TSI 125 SE £20225 123 125 18 1.4 TSI 150 SE £20930 148 123 21
still pay the premium for a VW Up ★★★☆ 1.0 x £8695 68 95 6	3.0 D-4D 190 LC4 £47465 187 213 34 3.0 D-4D 190 LC5 £52915 187 213 38	<b>2.0 CDTi 165 e'FLEX Tech L S-S</b> £19995 158 119 20 <b>2.0 CDTi 165 Tech Line GT S-S</b> £20855 158 119 21	2.0 CDTi 195 BiturboElite auto £27519 192 149 24  INSIGNIA SPORTS TOURER 5dr estate Nearly	1.0 60 Move Up £9925 59 105 1 1.0 60 BMT Move Up £10285 59 95 1	1.4 TSI 150 SE £20750 140 123 21 2.0 TDI 110 S £20175 109 105 14
1.0 x-play £9895 68 95 7 1.0 x-pression £11095 68 95 7 1.0 x-cite £11295 68 95 7	GT86 2dr coupé A tail-out tribute to all our favourite things. Splendid. Cheaper now, too  2.0 Primo  £23000 197 180 33		as good as a Mondeo. Inert steering ★★★★☆ 1.4T 140 Design Nav £20029 138 131 15 1.4T 140 Design S-S £19179 138 131 15	1.0.75 High Up         £11500         74         108         2           1.0 75 BMT High Up         £11860         74         98         2           UP 5dr hatch         Hardly revolutionary, just quantifiably	
1.0 x-clusiv £11395 68 95 7  AYGO 5dr hatch Probably the best of its ilk, but we'd	2.0 GT86     £25000     197     180     33       2.0 Aero     £27500     197     192     33	1.6i WT SRi     £19580     114     147     12       2.0 CDTi 165 ecoFLEX Elite S-S     £24260     158     119     21	1.4T 140 Energy S-S       £22634       138       131       15         1.6T 170 Elite Nav       £25564       168       146       20	better ★★★☆ 1.0 75 Groove Up £12500 74 108 4	2.0 TDI 150 GT £23370 148 109 22  BEETLE 3dr hatch Huge improvement, but the Golf
still pay the premium for a VW Up ★★★☆  1.0 x £9095 68 95 6  1.0 x-play £10295 68 95 7	2.0 Giallo       £27500       197       180       34         2.0 GT86 auto       £25995       197       164       33	2.0 CDTi 165 ecoFLEX SRi S-S       £22825       158       119       21         2.0 CDTi 195 Biturbo S-S       £24205       192       134       21         ASTRA 5dr estate       More composed than the hatch. A	1.6T 170 Elite S-S £24714 168 146 20 2.0 CDTi 120 Design £20384 118 104 15 2.0 CDTi 120 Design Nav £21234 118 104 15	e-up 82 BEV £24795 - 0 10 1.0 60 Take Up £9245 59 105 1 1.0 60 Move Up £10300 59 105 1	underneath is superior ★★★☆  1.2 TSI 105 £16275 104 128 13  1.2 TSI 105 Design £18670 104 128 14
1.0 x-pression £11495 68 95 7 1.0 x-cite £11695 68 95 7	VAUXHALL VIVA 5dr hatch Comfortable and spacious, although class	very decent small estate ★★★☆ 1.3 CDTi 95 ecoFLEX Design S-S £18200 94 109 9	2.0 CDTi 120 Elite £24564 118 104 16 2.0 CDTi 120 Elite Nav £25414 118 104 16	1.0 60 BMT Move Up     £10660     59     95     1       1.0 75 High Up     £11875     74     108     2	1.4 TSI 150 Design £20705 148 134 20 1.4 TSI 150 Sport £22525 148 134 20
1.0 x-clusiv £11795 68 95 7  YARIS 3dr hatch Good space and value but not a class leader ★★★☆☆	leaders are sweeter to drive   ★★★☆	1.4i WT 100 Design     £16480     99     137     9       1.4i WT 100 Tech Line     £17805     99     137     9       1.6 CDTi 110 ecoFLEX Elite S-S     £24190     108     97     14	2.0 CDTi 120 SRi Nav     £23034     118     104     15       2.0 CDTi 120 Tech Line     £23034     118     104     16       2.0 CDTi 130 Design     £19544     129     104     16	1.0 75 BMT High Up £12235 74 98 2  POLO 3dr hatch A mini Golf. Sweet handling, solid interior and good value ★★★☆	2.0 TSI 220 Sport     £23755     217     150 27       2.0 TDI 110     £18100     108     112     13       2.0 TDI 110 Design     £20475     108     112     13
1.0 WT-i Active £10995 68 99 4 1.0 WT-i Icon £12745 68 99 5  YARIS 5dr hatch Good space and value but not a class	1.0 Ecoflex SE £8170 73 99 -	1.6 CDTi 110 e 'FLEX Design S-S     E18755     108     97     14       1.6 CDTi 110 e FLEX SRI S-S     E22755     108     97     14       1.6 CDTi 110 e FLEX Tech Ln S-S     E19930     108     97     14	2.0 CDTi 130 Design Nav     £20394     129     104     16       2.0 CDTi 130 Energy     £22914     129     104     16       2.0 CDTi 140 Design     £20634     138     104     19	1.4 TSI 150 ACT BlueGT     £17910     148 110 24       1.0 60 S     £11300     59 106 7       1.0 60 S AC     £12020     59 106 7	2.0 TDI 150 Design £21175 148 119 20 2.0 TDI 150 Sport £22995 148 119 21  BEETLE CABRIOLET 2dr open Huge improve-
leader	ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it ★★★☆	1.6 CDTi 136 ecoFLEX Elite S-S £24785 134 104 14 1.6 CDTi 136 e'FLEX Design S-S £19350 134 104 14	<b>2.0 CDTi 140 Design Nav</b> £21484 138 104 19 <b>2.0 CDTi 140 Elite</b> £24814 138 104 19	1.0 60 SE     £12635     59     106     8       1.0 60 SE Design     £13735     59     106     8	ment, but Golf underneath is superior ★★★☆☆ 1.2 TSI 105 £19230 104 129 15
	1.0 S-S Glam £15000 113 114 3	1.6 CDTi 136 eFLEX SRI S-S     £23350     134     104     14       1.6 CDTi 136 eFLEX Tech Ln S-S     £20525     134     104     14       1.6i WT 115 Design     £17145     114     149     12	2.0 CDTi 140 Elite Nav     £25664     138     104     19       2.0 CDTi 140 Energy     £24004     138     104     19       2.0 CDTi 140 SE     £22434     138     104     19	1.0 75 SE     £13160     74     108 10       1.0 75 SE Design     £14260     74     108 11       1.2 TSI 90 SE     £13780     89     107 15	1.4 TSI 150 Design £23515 148 138 22
		1.6i WT 115 Elite     £22295     114     149     12       1.6i WT Tech Line     £18505     114     149     12       2.0 CDTi 165 Elite S-S     £25275     162     124     20	2.0 CDTi 140 SRi     £22434     138     104     19       2.0 CDTi 140 SRi Nav     £23284     138     104     19       2.0 CDTi 140 SRi VX-Line     £23654     138     104     19	1.2 TSI 90 SE Design     £14880     89     107     15       1.2 TSI 110 SEL     £16310     108     110     19       1.8 TSI 192 GTI     £18900     189     139     24	2.0 TDI 110 Design £23415 108 115 16
1.4 D-4D Icon £15595 89 99 11  AURIS 5dr hatch Disappointingly average. There are	1.2 Glam     £13000     69     124     3       1.2 Glam S-S     £13295     69     118     3	<b>2.0 CDTi 165 Tech Line S-S</b> £21015 162 124 20 <b>1.6i WT SRi</b> £20600 114 149 12	<b>2.0 CDTi 140 SRi VX-Line Nav</b> £24504 138 104 19 <b>2.0 CDTi 140 Tech Line</b> £23284 138 104 19	1.4 TDI 75 SE £14845 74 93 13 1.4 TDI 75 SE Design £15945 74 93 14	2.0 TDI 150 Sport £25845 148 120 23 2.0 TSI 220 Sport £26345 217 154 29
many better rivals  1.33 VVT-i Active  1.33 VVT-i Icon  £17645  £17645  £17645  £17645  £17645	1.2 Slam     £13500     69     124     3       1.2 Slam S-S     £13795     69     118     3       1.4 87 Jam     £11955     86     129     6	2.0 CDTi 165 SRi S-S     £23840     162     124     21       2.0 CDTi 195 BiTurbo S-S     £25220     192     134     21       ASTRA GTC 3dr coupé     Good looking three-door	2.0 CDTi 163 Country Nav 4x4     £28304     161     147     20       2.0 CDTi 195 BiTurbo Elite aut     £28819     192     159     24       2.0 CDTi 195 BiTurbo SRi     £26254     192     129     24	1.4 TDI 90 SEL £16820 79 93 16  POLO 5dr hatch A mini Golf. Sweet handling, solid interior and good value ★★★☆	CC 4dr saloon Loses a name and adds some flair, but never compels ★★★☆ 1.4 TSI 160 BMT £25050 158 144 27
	1.4 87 Slam £13825 86 129 6	hatch with the dynamics to match ★ ★ ★ ★ ★  1.4T 16v 140 Sport auto £21570 118 159 16  1.4T 16v 140 SRi auto £22795 118 159 16	2.0 CDTi 195 BiTurbo SRi VX-L £27474 192 129 24 2.0 CDTi 195BiTboC'tryNav4x4 £31009 192 174 24 2.0 CDTi 195BiTurbSRiVX-Ln Nav £28324 192 129 24	1.0 60 S         £11930         59         106         7           1.0 60 S AC         £12650         59         106         7           1.0 60 SE         £13265         59         106         8	2.0 TDI 177 BMT GT £29820 177 120 27 2.0 TSI 210 GT £29285 208 169 29 2.0 TSI 210 R-Line £29935 208 169 32
1.6 V-matic Icon plus       £18795       130       138       16         1.6 V-matic Excel       £20250       130       140       14	1.4 100 Jam S-S     £12775     99     119     9       1.4 100 Glam     £13850     99     129     9	1.6T 200 Sport S-S       £21595       202 168 25         1.6T 200 SRi S-S       £22820       202 168 25	<b>2.0 CDTi195BiTurbEliteNav auto</b> £29669 192 159 24 <b>2.0T 250 SRi VX-Line Nav</b> £24954 247 174 26	1.0 60 SE Design     £14365     59     106     8       1.0 75 SE     £13790     74     108     10	2.0 TDI 140 BMT
1.8 WT-i Icon Hybrid     £20645     134     84     12       1.8 WT-i Icon plus Hybrid     £21545     134     86     14       1.8 WT-i Excel Hybrid     £22890     134     91     12	1.4 100 Glam S-S     £14145     99     119     9       1.4 100 Slam     £14350     99     129     9       1.4 100 Slam S-S     £14645     99     119     9	2.0 CDTi 165 Sport auto     £23780     163 149 20       2.0 CDTi 165 SRi auto     £25005     163 149 20       1.4T 16v 120 Sport S-S     £19355     118 139 13	2.0T 250 SRi VX-Line S-S £24104 247 174 26 2.8T VXR SuperSport £31429 321 249 37 2.0 CDTi 163 Country 4x4 £27154 161 147 20	1.0 75 SE Design     £14890     74     108 11       1.2 TSI 90 SE     £14410     89     107 15       1.2 TSI 90 SE Design     £15510     89     107 15	
1.4 D-4D Active     £16295     89     99     10       1.4 D-4D Icon     £18995     89     103     10       1.4 D-4D Icon plus     £19795     89     103     10	1.4T 150 Grand Slam £16995 148 139 14  CORSA 3dr hatch Very refined, stylish and practical.  Engines not so good ★★★☆☆	1.4T 16v 140 Sport S-S     £20245     138 139 16       1.4T 16v 120 SRi S-S     £21070     118 139 14       1.4T 16v 140 SRi S-S     £21470     138 139 16	2.0 CDTi 195 BiTbo Country 4x4 £29854 192 174 24  MERIVA 5dr mpv Clever flexdoors make sense for young families. Nice to drive	1.2 TSI 110 SEL     £16940     108     110     19       1.4 TSI 150 ACT BlueGT     £18540     148     110     24       1.8 TSI 192 GTI     £19530     189     139     24	2.0 TSI 210 Sport £29610 208 165 30
1.4 D-4D Excel £21495 89 107 10  AURIS TOURING 5dr estate Nothing wrong, but	1.0i 90 S-S Design     £12910     89     102     9       1.0i 90 S-S SRi     £13605     89     102     9	2.0T 280 VXR         £27620         276         189         35           2.0 CDTi GTC Sp. 165         £22300         163         127         20	1.6 CDTi 110 S-S Exclusiv £20715 108 99 7 1.6 CDTi 136 Exclusiv AC S-S £20875 134 116 7	1.4 TDI 75 SE £15475 74 93 13 1.4 TDI 75 SE Design £16575 74 93 14	2.0 TDI Blue Tech Exec. £31325 138 125 23  SCIROCCO 3dr coupé A complete coupe.
nothing exceptional. Good spec 1.33 VVT-i Active £16045 99 130 7 1.33 VVT-i Icon £18745 99 130 8	1.0i 90 S-S SE     £14250     89     102     9       1.0i 115 S-S Sting     £10825     113     - 12       1.0i 115 S-S Sting R     £11175     113     - 12	2.0 CDTi GTC SRi 165       £23525       163       127       20         2.0 CDTi 195 BiTurbo S-S       £24520       192       129       -         CASCADA 2dr open       Comfortable and credible	1.6 CDTi 136 SE AC S-S £21730 134 116 7 1.6 CDTi 136 Tech Line £17175 134 116 7 1.7 CDTi 110 Excl. AC Au £21515 109 160 12	1.4 TDI 90 SEL £17450 79 93 16  GOLF CABRIOLET 2dr open Composed but uninspiring four-seat soft-top ★★★☆	Entertaining, practical and stylish * * * * *  1.4 TSI 125 £20735 123 125 22  1.4 TSI 125 GT £22585 123 125 23
1.4 D-4D Excel £22595 89 112 10	1.2i 70 Life £11080 69 126 2	alternative to the usual ragtops 1.6T 200 200 Elite £29510 202 168 24 1.6T 200 SE £26615 202 168 24	1.7 CDTi 110 S AC Au     £20850     109 160 12       1.7 CDTi 110 S auto     £20995     109 160 12       1.7 CDTi 110 SE AC Au     £22505     109 160 12	1.2 TSI 105 S     £22070     103 139 15       1.4 TSI 122 S     £22765     121 149 19       1.4 TSI 122 SE     £23815     121 149 19	2.0 TSI 220 GT £26125 217 142 37
1.6 V-matic Icon £19095 130 140 14 1.8 VVT-i Icon Hybrid £21745 134 85 12	1.2i 70 Design         £11080         69         126         2           1.2i 70 SRi         £11775         69         126         2	1.4T 140 SE S-S     £24500     138     148     20       1.4T 140 Elite S-S     £27875     138     148     21	1.4i VVT 100 Energy AC £17865 99 140 7 1.4i VVT 100 Tech Line AC £13999 99 140 7	1.4 TSI 160 GT     £26715     158 150 29       2.0 TSI 210 GTI     £30505     208 177 35	2.0 TSI 280 R       £32580       276 187 42         2.0 TDI 150       £23455       148 109 27
1.6 V-matic Excel £21350 130 143 14 1.8 WT-i Excel Hybrid £23990 134 92 12  PRIUS 5dr hatch Clever and appealing in its own right,	1.2i 70 SE £12420 69 126 2	1.6T SIDI 170 SE Au     £27600     168     168     24       1.6T SIDI 170 Elite Au     £30495     168     168     24       2.0 CDTi 165 SE S-S     £26480     163     138     23	1.4i VVT 100 SE     £18710     99     140     8       1.4T 120 Exclusiv AC     £18595     118     139     14       1.4T 120 SE     £19440     118     139     14	2.0 TSI 265 R £33650 261 190 39 1.6 TDI 105 Bluemotion Tech S £23540 103 117 17 1.6 TDI 105 Bluemotion Tech SE £24590 103 117 17	2.0 TDI 150 GT £25305 148 109 28 2.0 TDI 150 R-line £27375 148 109 28 2.0 TDI 184 GT £26305 181 115 31
		2.0 CDTi 165 Elite S-S     £28580     163     138     23       2.0 CDTi 195 BiTurbo Elite S-S     £30065     192     138     27       INSIGNIA 5dr hatch     Nearly     as good as a Mondeo.	1.4T 140 Exclusiv AC     £19425     138     149     14       1.4T 140 SE     £20270     138     149     14       1.3 CDTi 75 Energy AC     £19225     74     124     5	2.0 TDI 140 Bluemotion Tech SE £25990 138 119 23 2.0 TDI 140 Bluemotion Tech GT £27180 138 119 23 GOLF 3dr hatch The complete package. Reassuringly	
1.8 VVT-i T Spirit £25295 134 92 15 1.8 VVT-i Plug-in £33395 134 49 16	1.4i 90 SRi £12120 89 121 - 1.4i 90 SRi VX-Line £13155 89 121 -	Inert steering         ★★★★☆           1.4T 140 SRi Nav         £20394         138         123         15	1.3 CDTi 75 Tech Line AC £15740 74 124 5 1.6 CDTi 95 S-S Exclusiv £20405 94 105 7	expensive	1.6 TDI 120 S     £22320     118 105 15       1.6 TDI 120 SE     £23460     118 105 12
<b>★★★</b> ☆☆	1.4i 90 SE £12765 89 121 - 1.4i 100 Turbo SRi £12775 99 119 10 1.4i 100 Turbo SRi VX-Line £13810 99 119 10	1.6T 170 Elite Nav         £24229         168         139         20           1.8i WT Design Nav         £17679         138         164         14           1.8i WT SRi Nav         £19479         138         164         14	ZAFIRA TOURER 5dr mpv Super-stylish, but lacks	1.6 TDI 90 S     £18995     89     98     10       2.0 TSI 300 R     £30820     296     165     34       1.2 TSI 85 S     £17595     84     113     7	1.6 TDI 120 GT £25420 118 109 13
1.8 WT-i Excel £29245 178 101 15 1.8 WT-i Excel Plus £31245 178 101 16 RAV4 5dr 4x4 A solid option, but ultimately outgunned	1.4i 100 Turbo SE £13420 99 119 10 1.3 CDTi 75 S-S Life £13330 74 99 6	2.0 CDTi 120 Design Nav     £19934     118     99     15       2.0 CDTi 120 Elite Nav     £24114     118     99     16       2.0 CDTi 120 SRi Nav     £21734     118     99     15	1.6 CDTi 136 Elite S-S £28780 134 109 16 1.6 CDTi 136 SRi S-S £27300 134 109 16	1.2 TSI 105 S £18185 104 114 11 1.4 TSI 122 S £18945 121 120 14	<b>2.0 TDI 150 SE</b> £24585 148 106 19 <b>2.0 TDI 150 SE Business</b> £25240 148 106 19
by Korean competition ★★★☆☆  2.0 V-matic CVT Icon 4WD £26305 150 167 29	1.3 CDTi 75 S-S SRi £14025 74 99 - 1.3 CDTi 75 S-S SRi VX-Line £15060 74 99 -	2.0 CDTi 120 SRi VX-Line Nav £22954 118 99 16 2.0 CDTi 130 Design £18244 128 112 16	1.4T 140 Exclusiv £23100 138 154 16 1.4T 140 SRi £24450 138 154 15	1.4 TSI 150 GT ACT £23615 148 112 15 2.0 TSI 220 GTI £27500 217 139 29	2.0 TDI 150 R-line £27540 148 109 19 2.0 TDI SCR 190 GT £27895 187 107 22
2.0 D-4D Active 2WD     £22795     124     127     26       2.0 D-4D Icon 2WD     £25295     124     127     26       2.0 D-4D Icon 4WD     £26300     124     137     26	1.3 CDTi 75 S-S SE £14670 74 99 - 1.3 CDTi 95 S-S SRi £14525 94 85 9 1.3 CDTi 95 S-S SRi VX-Line £15560 94 85 -	2.0 CDTi 130 Design Nav     £19094     128     112     16       2.0 CDTi 130 Energy     £21614     128     112     16       2.0 CDTi 130 SE     £20044     128     112     16	1.4T 140 Elite £25965 138 154 16	1.6 TDI 105 Match £20735 103 99 13	2.0 TDI SCR 190 R-line £28890 187 107 23 2.0 TDI 240 BITDI SCR GT £34625 237 139 28 2.0 TDI 240 BITDI SCR R-line £35620 237 139 28
2.0 D-4D Invincible 2WD     £27245     124     127     27       2.0 D-4D Invincible 4WD     £28250     124     137     26       2.2 D-4D Icon 4WD     £27100     148     149     29	CORSA 5dr hatch Very refined, stylish and practical.	2.0 CDTi 130 SRi     £20044     128     112     16       2.0 CDTi 130 SRi Nav     £20894     128     112     16       2.0 CDTi 130 SRi VX-Line     £21264     128     112     16	1.8i 140 Tech Line £20575 138 169 14 1.8i 140 Exclusiv £22800 138 169 14	2.0 TDI 150 GT         £24120         148 109 17           2.0 TDI 184 GTD         £26935         181 112 26           GOLF 5dr hatch         The complete package. Reassuringly	PASSAT 5dr estate         Supremely well-executed           family-sized saloon         ★★★☆           1.6 TDI 120 GT         £26970         118         110         13
2.2 D-4D Invincible 4WD £29050 148 149 29  AVENSIS 4dr saloon Nothing wrong, but nothing	1.0i 90 S-S Design £13510 89 102 9 1.0i 90 S-S SRi £14205 89 102 9	2.0 CDTi 130 SRi VX-Line Nav £22114 128 112 16 2.0 CDTi 140 Design Nav £20184 138 99 18	1.6 CDTi 136 Exclusiv £25915 134 109 16 1.6 CDTi 136 SE £27300 134 109 16	expensive *****  1.6 TDI 90 S £19650 89 98 10	1.6 TDI 120 S     £23870     118     107     15       1.6 TDI 120 SE     £25010     118     107     12
exceptional. Good spec  1.8 V-matic Active  1.8 V-matic Icon  £17700 145 152 17  £20300 145 152 18	1.0i 90 S-S SE     £14850     89     102     9       1.0i 115 S-S Sting     £11425     113     - 12       1.0i 115 S-S SRi VX-Line     £15240     113     - 12	2.0 CDTi 140 Elite Nav     £24364     138     99     19       2.0 CDTi 140 SRi Nav     £21984     138     99     19       2.0 CDTi 140 SRi VX-Line Nav     £23204     138     99     19	2.0 CDTi 130 Tech Line £22275 129 137 15	e-Golf 115 BEV £31325 114 0 15	1.6 TDI 120 SE Business     £25665     118     107     12       2.0 TDI 150 GT     £28095     148     110     19       2.0 TDI 150 R-line     £29090     148     110     19
1.8 V-matic Icon+     £23250     145     152     18       2.0 D-4D Active     £18695     124     119     22       2.0 D-4D Icon     £21295     124     119     22	1.2i 70 Sting £9775 69 126 2	2.0 CDTi 170 SRi Nav £22134 168 114 20 2.0 CDTi 195 Biturbo SRi Nav £25804 192 125 24	2.0 CDTi 130 SRi £25850 129 137 15	1.4 TSI 122 S £19600 121 123 14	2.0 TDI 150 S £24995 148 107 21 2.0 TDI 150 SE £26135 148 107 19 2.0 TDI 150 SE Business £26790 148 107 19
<b>2.0 D-4D Icon+</b> £24245 124 119 23 <b>2.0 D-4D Excel</b> £24495 124 119 23	1.2i 70 SRi £12375 69 126 2 1.2i 70 SRi VX-Line £13410 69 126 2	<b>2.0 CDTi 195BiTurbSRi VX-LnNav</b> £27024 192 125 24 <b>2.0T 250 Elite Nav</b> £24814 247 169 26	<b>2.0 CDTi 170 Exclusiv</b> £26115 168 129 19 <b>2.0 CDTi 170 Tech Line</b> £23890 168 129 19	1.4 TSI 150 GT ACT £24270 148 112 15 1.4 TSI 150 GT ACT DSG £25685 148 113 15	2.0 TDI 190 SCR GT £29445 187 110 22 2.0 TDI 190 SCR R-line £30440 187 110 23
2.2 D-4D 150 Icon     £23450     148 143 25       2.2 D-4D 150 Icon+     £25250     148 143 25       2.2 D-4D 150 Excel     £25500     148 145 26	1.4i 90 Life £12025 89 121 -	2.0T 250 SRi VX-Line Nav     £23654     £247     169     26       2.8T VXR Supersport     £30129     321     249     37       1.4T 140 Design     £17744     138     123     15		2.0 TSI 220 GTI £28155 217 139 29 1.6 TDI 105 S £20455 103 99 12	2.0 TDI 240 BITDI SCR GT £36175 237 140 28 2.0 TDI 240 BITDI SCR R-line £37170 237 140 28 PHAETON 4dr saloon Big VW feels old now, and
2.2 D-CAT 150 Icon     £23400     148 165 25       2.2 D-CAT 150 Icon+     £26350     148 165 25       2.2 D-CAT 150 Excel     £26600     148 167 26	1.4i 90 Easytronic Design £12680 89 119 -	1.4T 140 Energy £21199 138 123 15	MOKKA 5dr hatch Compact and competent, but short on persuasive quality 1.6i 115 Tech Line S-S  £16474  £16474  £16474	1.6 TDI 110 BlueMotion £22090 103 89 15	struggles to justify its price     ★★☆☆       3.0 V6 TDI 240 SWB     £55550     236     224     45       3.0 V6 TDI 240 LWB     £58110     236     224     45
AVENSIS TOURER 5dr estate Nothing wrong, but nothing exceptional. Good spec ★★★☆☆	1.4i 90 SRi VX-Line £13755 89 121 - 1.4i 90 SE £13365 89 121 -	1.4T 140 SE     £19544     138 123 15       1.4T 140 Tech Line     £20394     138 123 15	1.6i 115 Exclusiv S-S £18539 114 153 6 1.6i 115 SE S-S £21039 114 153 7	2.0 TDI 150 GT £24775 148 109 17 2.0 TDI 184 GTD £27590 181 112 26	<b>TOURAN 5dr mpv</b> Good chassis but little inspiration.  Bland appearance ★★★☆
1.8 V-matic Active     £18750     145     153     17       1.8 V-matic Icon     £21350     145     153     18       1.8 V-matic Icon+     £24300     145     153     18	1.4i 100 Turbo SRi VX-Line £14410 99 119 10 1.4i 100 Turbo SE £14020 99 119 10	1.8i VVT Design £16829 138 164 14 1.8 VVT Energy £20284 138 164 15	1.4T 140 Tech Line 4x4 S-S £18774 138 149 11 1.4T 140 Exclusiv 2WD S-S £19214 138 139 12	1.2 TSI 105 S £19535 104 117 11	1.2 TSI 105 S £19940 104 149 12
2.0 D-4D Active     £19745     124     120     22       2.0 D-4D Icon     £22345     124     120     22       2.0 D-4D Icon+     £25295     124     120     23	1.3 CDTi 75 S-S Design £13930 74 99 -	2.0T 250 SRi VX-Line £22804 247 169 26	1.4T 140 Exclusiv 4x4 S-S     £20934     138     149     12       1.4T 140 SE 2WD S-S     £21714     138     139     13       1.4T 140 SE 4x4 S-S     £23434     138     149     13	1.4 TSI 122 S £20295 121 124 14	1.6 TDI 105 Blue Tech S     £21750     104     121     14       1.6 TDI 105 BlueTech SE     £23855     104     121     14       2.0 TDI 140 Blue Tech SE     £25620     138     127     19
<b>2.0 D-4D Excel</b> £26145 124 119 23 <b>2.2 D-4D 150 Icon</b> £24500 148 147 25	1.3 CDTi 75 S-S SRi VX-Line £15660 74 99 - 1.3 CDTi 75 S-S SE £15270 74 99 -	2.0 CDTi 120 Design £19084 118 99 15 2.0 CDTi 120 Energy £22454 118 99 16	1.7 CDTi 130 Tech Line S-S £18224 129 120 12 1.7 CDTi 130 Exclusiv S-S £20224 129 120 13	1.4 TSI 140 GT £24545 138 121 15 1.6 TDI 105 S £21150 103 102 12	2.0 TDI 140 BlueTech Sp. £27080 138 127 19 SHARAN 5dr mpv Refined, flexible big MPV. Seat
2.2 D-CAT 150 Icon £24450 148 170 25	1.3 CDTi 95 S-S SRi VX-Line £16160 94 85 - 1.3 CDTi 95 S-S SE £15770 94 85 -	<b>2.0 CDTi 120 SRi VX-Line</b> £22104 118 99 16 <b>2.0 CDTi 120 SE</b> £20884 118 99 15	1.7 CDTi 130 SE S-S     £22724     129     120     14       1.7 CDTi 130 Tech Line 4x4 S-S     £19924     129     129     12       1.7 CDTi 130 Exclusiv 4x4 S-S     £21924     129     129     13	1.6 TDI 110 BlueMotion     £22785     110     92     15       1.6 TDI 90 S     £20765     89     102     10	2.0 TDI 177 SE £30730 177 152 23 2.0 TDI 177 SEL £33630 177 152 23
<b>2.2 D-CAT 150 Icon+</b> £27405 148 170 25 <b>2.2 D-CAT 150 Excel</b> £28250 148 173 26	ASTRA 5dr hatch Good handling, nice engines but over-geared. Focus is better ★★★☆  1.3 CDTi 95 ecoFLEX Design £16835 94 104 9	2.0 CDTi 120 Elite £23264 118 99 16 2.0 CDTi 140 Design £19334 138 99 18	1.7 CDTi 130 SE 4x4 S-S £24424 129 129 14  ANTARA 5dr 4x4 Stylish interior blunts usability. Poor	2.0 TDI 150 GT £25470 148 110 17	1.4 TSI 150 S £25500 148 167 16 1.4 TSI 150 SE £27810 148 167 16
with all seats in use ★★☆☆ 1.6 V-matic Active 5st £17770 130 157 13	1.4i VVT 100 Design £15445 99 129 9 1.4i VVT 100 Excite £17920 99 129 9	2.0 CDTi 140 SRi £21134 138 99 19 2.0 CDTi 140 SRi VX-Line £22354 138 99 19	<b>2.4i 16v 167 Exclusiv</b> £20170 161 206 20 <b>2.2 CDTi 163 Exclusiv S-S</b> £21400 161 167 25	MPV proportions. Still no C-Max though ★★★☆ 1.2 TSI 85 \$ £19205 84 114 9	2.0 TDI 115 S £26065 113 146 14 2.0 TDI 140 S £26815 138 146 18
1.8 V-matic Icon M'Drive 7st £21800 145 153 15	1.6 CDTi 110 ecoFLEX Design S- £17735 108 97 9 1.6 CDTi 110 ecoFLEX Elite S-S £23175 108 97 9	<b>2.0 CDTi 140 Tech Line</b> £21984 138 99 19 <b>2.0 CDTi 140 Elite</b> £23514 138 99 19	2.2 CDTi 163 Exclusiv 4x4 S-S     £23820     161 177 25       2.2 CDTi 163 SE Nav 4x4 S-S     £26660     161 177 25       2.2 CDTi 163 Diamond S-S     £22200     161 167 25	1.4 TSI 125 S £20975 121 125 16	2.0 TDI 140 SEL £32025 138 146 18
1.8 V-matic Excel M'Drive 7st £24300 145 150 15 1.6 D-4D Active £19990 122 119 13	1.6 CDTi 110 ecoFLEX SRi S-S £21740 108 97 9 1.6 CDTi 110 e'FLEX Tec Ln S-S £18910 108 97 9 1.6 CDTi 136 ecoFLEX Elite S-S £23770 134 104 9	2.0 CDTi 170 Design £20334 168 114 20 2.0 CDTi 170 Design Nav £21184 168 114 20	2.2 CDTi 163 Diamond 4x4 S-S £24620 161 177 25 2.2 CDTi 184 SE Nav 4x4 S-S £27720 184 177 28 VXR8 4dr saloon Still has old-school appeal. No	1.4 TSI 150 GT £25370 148 130 18 1.6 TDI 90 S £21025 89 101 11	TIGUAN 5dr 4x4 Dull but capable soft roader. Pricey, but good ride and handling ★★★☆ 1.4 TSI 160 BMT Match 2WD £23955 158 156 21
LAND CRUISER V8 5dr 4x4 A dinosaur, but likeable. Pricey to buy and run ★★★☆☆	1.6 CDTi 136 ecoFLEX SRi S-S £22335 134 104 9 1.6 CDTi 136 e'FLEX Design S-S £18330 134 104 9	2.0 CDTi 170 SRi £22134 168 114 20 2.0 CDTi 170 SRi VX-Line £23354 168 114 -	longer cheap ★★★☆☆	1.6 TDI 110 BlueMotion     £23285     110     98     13       1.6 TDI 110 SE     £22915     110     101     11	1.4 TSI 160 Match 4WD £25645 158 178 21 2.0 TDI 140 BMT Match 2WD £25150 138 138 18
4.5 D-4D £65725 286 250 48	1.6 CDTi 136 e'FLEX Tec Ln S-S £19505 134 104 9	2.0 CDTi 170 SRi VX-Line Nav £24204 168 114 -		2.0 TDI 150 SE £24280 148 112 17	2.0 TDI 140 BMT Match 4WD £26920 138 150 19

and Model			e group	and Model			m e group	and Model			e group	d Model			e group
Make an	Price	Bhp	Insurance group	Make an	Price	Bhp	CO ₂ g/km Insurance group	Make an	Price	Bhp CO. a/km	Insurance group	Make and Model	Price	Bhp CO. a/km	Insurance group
2.0 TDI 177 BMT Match 4WD	£27925	175 1		1.6 D2 115 SE Lux Nav	£25520			V60 5dr estate Appealing	cabin, nice	looks and		3.0 T6 R-Design Lux Nav AWD	£43720	300 2	
2.0 TSI 180 Match 4WD 1.4 TSI 160 Blue Tech S	£26485 £21960		98 24 56 18	1.6 D2 115 R-Design 1.6 D2 115 R-Design Nav	£23295 £24295	113 113	88 17 88 17	smooth drive. Too small 1.6 D2 R-Design Lux Nav S-S	£33045	<b>★☆☆</b> 5 113 10	18 20	2.0 D4 SE S-S 2.0 D4 SE Nav S-S	£31660 £32460	178 1 178 1	17 28
1.4 TSI 160 S 4WD	£23650		78 18	1.6 D2 115 R-Design Lux	£24970	113	88 18	1.6 D2 R-Design Lux S-S	£32045			2.0 D4 SE Lux S-S	£34360	178 1	
2.0 TSI 210 R-line 4WD	£29180		99 22	1.6 D2 115 R-Design Lux Nav	£25970	113	88 18	1.6 D2 R-Design Nav S-S	£30445			2.0 D4 SE Lux Nav S-S	£35160	178 1	
2.0 TDI 110 BMT S 2WD 2.0 TDI 140 BMT S 2WD	£22605 £23155	109 1 138 1	38 14	1.6 D2 115 C-Country SE 1.6 D2 115 C-Country SE Nav	£23520 £24520	113	99 16 99 16	1.6 D2 R-Design S-S 1.6 D2 SE Lux Nav S-S	£29445 £31345		18 18 18 19	2.0 D4 R-Design S-S 2.0 D4 R-Design Nav S-S	£32935 £33735	178 1 178 1	
2.0 TDI 140 BMT S 4WD	£24925	138 1		1.6 D2 115 C-Country Lux	£25520	113	99 17	1.6 D2 SE Lux S-S	£30345		18 19	2.0 D4 R-Design Lux S-S	£35560	178 1	
2.0 TDI 140 BMT Escape 4WD	£27610	138 1		1.6 D2 115 C-Country Lux Nav	£26520	113		1.6 D2 SE Nav S-S	£28945			2.0 D4 R-Design Lux Nav S-S	£36360	178 1	17 30
2.0 TDI 140 BMT R-line 4WD 2.0 TDI 177 BMT R-line 4WD	£28750 £29755	138 1 175 1		2.0 D3 150 SE 2.0 D3 150 SE Nav	£23770 £24570		114 22 114 22	1.6 D2 SE S-S 1.6 T3 R-Design Nav S-S	£27945 £29505			2.4 D4 SE AWD S-S 2.4 D4 SE Nav AWD S-S	£33190 £33990	178 1 178 1	
TOUAREG 5dr 4x4 Good va				2.0 D3 150 SE Lux Nav	£26570		114 23	1.6 T3 SE Nav S-S	£28005			2.4 D4 SE Lux AWD S-S	£35890	178 1	
comfort and deftness	***			2.0 D3 150 R-Design	£24545		114 21	2.0 D3 R-Design Lux Nav S-S	£33895	134 1	9 25	2.4 D4 SE Lux Nav AWD S-S	£36690	178 1	
3.0 V6 TDI 204 SE	£43605			2.0 D3 150 R-Design Nav	£25345		114 22	2.0 D3 R-Design Lux S-S	£33095			2.4 D4 R-Design AWD S-S	£34465	178 1	
3.0 V6 TDI 204 R-line 3.0 V6 TDI 262 SE	£46605 £45405	204 1 258 1		2.0 D3 150 R-Design Lux Nav 2.0 D3 150 C-Country SE	£27020 £24870		114 23 117 21	2.0 D3 R-Design Nav S-S 2.0 D3 SE Lux Nav S-S	£31295 £32195			2.4 D4 R-Design Nav AWD S-S 2.4 D4 R-Design Lux AWD S-S	£35265 £37090	178 1 178 1	
3.0 V6 TDI 262 R-line	£48405	258 1		2.0 D3 150 C-Country SE Nav	£25670		117 21	2.0 D3 SE Nav S-S	£29795			2.4 D4 R-Design Lux Nav AWD S			39 30
3.0 V6 TDI 262 Escape	£45605	258 1		2.0 D3 150 C-Country Lux Nav	£27670		117 22	2.0 D4 R-Design Lux Nav S-S	£35145			2.4 D5 SE Nav AWD S-S	£35990		39 30
CARAVELLE 5dr mpv Rug people	ged workh		arry	2.0 D4 190 SE 2.0 D4 190 SE Nav	£24970 £25770	187 187	99 26 99 26	2.0 D4 R-Design Lux S-S 2.0 D4 R-Design Nav S-S	£33945 £32545		3 29 3 28	2.4 D5 SE Lux Nav AWD S-S 2.4 D5 R-Design Nav AWD S-S	£38690 £37265		39 31 39 30
2.0 TDI 140 SE SWB	£36006	138 1	89 25	2.0 D4 190 SE Lux Nav	£27770	187	99 27	2.0 D4 R-Design S-S	£31345		13 28	2.4 D5 R-Design Lux Nav AWD S			39 31
2.0 TDI 140 SE 4Mot. SWB	£38484	138 2	06 26	2.0 D4 190 R-Design	£25745	187	99 25	2.0 D4 SE Lux Nav S-S	£33445	178 9	9 29	XC70 5dr estate Dull and un	exceptiona	al, but bu	
2.0 TDI 140 SE LWB	£38190		89 23	2.0 D4 190 R-Design Nav	£26545	187	99 25	2.0 D4 SE Lux S-S	£32245			last	***		17.20
2.0 TDI 140 Exec SWB 2.0 TDI 140 Exec. 4Mot. SWB	£38856 £41304	138 1 138 2	89 25 06 26	2.0 D4 190 R-Design Lux Nav 2.0 D4 190 C-Country SE Nav	£28220 £26870		99 26 112 24	2.0 D4 SE Nav S-S 2.0 D4 SE S-S	£31045 £29845			2.0 D4 SE Nav S-S 2.4 D4 SE Lux 4WD S-S	£34470 £38350	178 1 161 1	
2.0 BiTDI 180 SE SWB	£38070	177 1		2.0 D4 190 C-Country Lux Nav	£28770		112 24	2.4 D5 R-Design Lux Nav S-S	£36695		0 31	2.4 D5 SE Nav 4WD S-S	£39285		39 30
2.0 Bitdi 180 SE 4M SWB	£40926	177 2		S60 4dr saloon T6 is rapid, a				2.4 D5 R-Design Nav S-S	£34095			3.0 T6 SE Lux 4WD	£43180	300 2	
2.0 Bitdi 180 SE LWB 2.0 Bitdi 180 Exec SWB	£40254 £40920	177 1 177 1		niche choice 1.6 D2 R-Design Lux Nav S-S	★★★ £31745		103 20	2.4 D5 SE Lux Nav S-S 1.6 T3 Business Edition S-S	£34995 £22205			2.4 D4 SE Nav 2.4 D5 SE Lux 4WD S-S	£36400 £41235	161 1 212 1	
2.0 BiTDI 180 Exec DSG	£42840	177 1		1.6 D2 R-Design Lux S-S	£30745		103 20	1.6 T3 SE S-S	£27205			XC90 5dr 4x4 Volvo takes th			
2.0 BiTDI 180 Business SWB DS		177 2	14 38	1.6 D2 R-Design Nav S-S	£29245	113	103 19	1.6 T3 R-Design S-S	£28705	148 13	19 23	- with seriously impressive result	s 🖈 🕇	***	
2.0BiTDI180 Bus. 4Mot.SWBDS		177 2		1.6 D2 R-Design S-S	£28245		103 18	3.0 T6 Polestar	£49785			2.0 T6 320 Momentum	£49205	316 1	
2.0 BiTDi 180 Ex. 4M SWB	£43776	177 2	08 31	1.6 D2 SE Lux Nav S-S 1.6 D2 SE Lux S-S	£30045 £29045		103 19 103 19	1.6 D2 Business Edition S-S 2.0 D3 Business Edition S-S	£22945 £23995			2.0 T6 320 R-Design 2.0 T6 320 Inscription	£52845 £53745	316 1 316 1	
VOLVO				1.6 D2 SE Nav S-S	£27745		103 18	2.0 D3 SE S-S	£28995			2.0 T8 Hybrid Momentum	£59955		59 -
V40 5dr hatch New hatchba			evour to		£26745		103 18	2.0 D3 SE Lux S-S	£31395	134 1		2.0 T8 Hybrid R-Design	£62855		59 -
stock Ford platform 1.6 T2 120 ES	£19195		2/ 10	1.6 T3 R-Design Nav S-S 1.6 T3 SE Nav S-S	£28305 £26805		135 23 135 23	2.0 D3 R-Design S-S 2.0 D4 Business Edition S-S	£30495 £25245		9 24	2.0 T8 Hybrid Inscription 2.0 D5 225 Momentum	£63705 £45750		59 -  49 -
1.6 T2 120 ES Nav	£19995	118 1		2.0 D3 R-Design Lux Nav S-S	£32595		114 25	2.4 D6 AWD Plug-in Hybrid	£50175			2.0 D5 225 R-Design	£49285		152 -
1.6 T2 120 SE	£20720	118 1		2.0 D3 R-Design Lux S-S	£31795		114 25	2.4 D6 AWD Plug-in H R-Dsgn				2.0 D5 225 Inscription	£50185	222 1	52 -
1.6 T2 120 SE Nav 1.6 T2 120 SE Lux Nav	£21520 £23520	118 1		2.0 D3 R-Design Nav S-S 2.0 D3 SE Lux Nav S-S	£30095 £30895		114 24 114 24	V70 5dr estate Spacious, b			9	WESTFIELD			
1.6 T2 120 SE LUX MAV	£21495	118 1		2.0 D3 SE Nav S-S	£28595		114 23	steering and old engines 1.6 D2 SE Lux S-S auto		<b>★☆☆</b> ) 113 11	1 21	SPORT 2dr open Entry-level	Westfield.	Sport Tu	ırbo
1.6 T2 120 R-Design Nav	£22295		24 19	2.0 D4 R-Design Lux Nav S-S	£33845	178	99 29	1.6 D2 SE Nav S-S auto	£31620	113 1	1 19	very quick and fun	***		
1.6 T2 120 R-Design Lux Nav	£23970		24 21	2.0 D4 R-Design Lux S-S	£32645	178	99 29	2.0 D3 SE Nav S-S	£31620			1.6 135 Sigma	£18999	135 1	71 -
1.6 T3 150 ES 1.6 T3 150 ES Nav	£20945 £21945		24 20 24 21	2.0 D4 R-Design Nav S-S 2.0 D4 R-Design S-S	£31345 £30145	178 178	99 28 99 28	2.0 D4 SE Lux S-S 2.0 D4 SE Nav S-S	£34720 £33120			1.6 155 Sigma 1600 Sport Turbo	£19999 £24999	155 192 1	71 -
1.6 T3 150 SE	£22670		24 21	2.0 D4 SE Lux Nav S-S	£32145	178	99 29	2.4 D5 SE Nav S-S	£34570			2.0 200 Duratec	£23499	200	-
1.6 T3 150 SE Nav	£23470	148 1	24 21	2.0 D4 SE Lux S-S	£30945	178	99 29	1.6 D2 Business Editn S-S auto		113 1	1 18	Turbo UK225	£25649	225 1	
1.6 T3 150 SE Lux Nav 1.6 T3 150 R-Design	£25470 £23445		24 22 24 20	2.0 D4 SE Nav S-S 2.0 D4 SE S-S	£29845 £28645	178 178	99 28 99 27	2.0 D3 Business Edition S-S 2.0 D3 SE Lux S-S	£25695			1.6 Sport Turbo 3 UK200 XTR2 2dr open Mad bike-end	£26500	201 1	
1.6 T3 150 R-Design Nav	£24245		24 21	2.4 D5 R-Design Lux Nav S-S	£35395		119 31	2.0 D4 Business Edition S-S	£27195			Not cheap but fast	# <b>*</b> *		racei.
1.6 T3 150 R-Design Lux Nav	£25920	148 1	24 22	2.4 D5 R-Design Nav S-S	£32895	212	119 30	2.0 D5 Business Edition S-S	£28645			1.3	£27950	178	
1.6 T4 180 SE Lux Nav	£26970	177 1		2.4 D5 SE Lux Nav S-S	£33695		119 30	2.4 D5 SE Lux S-S		212 12		XTR4 2dr open As above, bu			rd to
1.6 T4 180 R-Design Lux Nav 1.6 T4 180 C-Country Lux Nav	£27420 £27970	177 1 177 1	29 26	1.6 T3 Business Edition S-S 1.6 T3 SE S-S	£21005 £26005		135 21 135 22	S80 4dr saloon Refined, his Poor ride and residuals		exec saloo ★☆☆	n.	justify over obvious rivals 1.8	★ ★ ★ £29995	192	
2.5 T5 254 R-Design Lux Nav	£31700	251 1	89 35	1.6 T3 R-Design S-S	£27505	148	135 23	1.6 D2 SE Lux S-S auto	£32220	113 10				.,,_	
2.5 T5 254 C-Ctry Lux Nav AWI			94 30	1.6 D2 Business Edition S-S	£21745		103 17	1.6 D2 SE Nav S-S auto	£30720			ZENOS		1311	_
1.6 D2 115 ES 1.6 D2 115 ES Nav	£21195 £21995		38 17 38 17	2.0 D3 Business Edition S-S 2.0 D3 SE S-S	£22395 £27795		114 22 114 23	2.0 D4 SE Lux S-S 2.0 D4 SE Nav S-S	£33720 £32220			E10 2dr open A Lotus and Cat affordable in near perfect measu		e child. F ★ ★	
1.6 D2 115 SE	£22720		38 17	2.0 D3 SE Lux S-S	£30095		114 24	2.4 D5 SE Lux S-S	£36835			2.0	£24995		
1.6 D2 115 SE Nav	£23520	113 8	38 17	2.0 D3 R-Design S-S	£29295	134	114 23	XC60 5dr 4x4 Lovely, usab	le and attr	active inte		2.0 S	£29995		
1.6 D2 115 SE Lux	£24520	113 8	38 18	2.0 D4 Business Edition S-S	£24045	178	99 26	Newer engines keep it fresh	**	***					
C		i		IC 1	7	1	7	Co		A	7	UEI	V	1	

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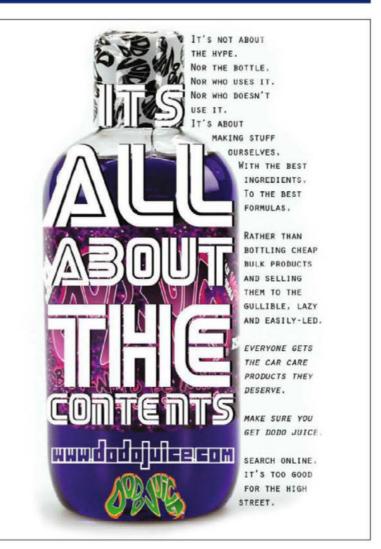
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# **ROAD TEST RESUL**

car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears 50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard i<mark>g 60-0mph</mark> Recorded on a high-grip surface at a test track Mph/1000rpm Figure is the speed achieved in top gear

ALFA RO	MEO										
MITO 3dr hatch	**	<b>t</b> ***	7								
1.4 Cloverleaf	136	7.9	21.1	6.9	7.3	2.7	168	184 23.2	36/42	1265	7.4.10
<b>GIULIETTA 5dr</b>	hatch	**	***								
2.0 JTDm	135	8.4	22.3	7.7	7.9	2.7	168	258 34.8	40/57	1475	13.10.10
ALPINA											
<b>B3 BITURBO 4</b> 0											
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443 41.5	27/35	1610	29.8.13
ARIEL											
ATOM Odr open	444		_								

Nomau	123	4.5	12.1	3.7	1.1	3.10	233	221 20.	IId/IId	133	24.0.13
ASTON MA	ART	N									
V8 Vantage 2dr	coupé	**	**	\$							
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302 26.0	17/22	1713	25.4.07
RAPIDE 4dr cou	ıpé ★	**	r☆								

170 3.0 5.7 1.9 3.7 2.55 475 268 16.4 21/37 650 10.8.11

V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4.07
RAPIDE 4dr cour												
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457	33.6	19/23	1990	20.3.13
_												
AUDI												
A1 3dr hatch *>	***	r\$										
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165	10.11.10
S1 .	155	5.9	14.4	5.2	5.4	2.6	228	273	25.6	30/39	1390	28.5.14
A3 3dr/5dr hatc	h * t	**	*									
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9.12
S'back e-tron	138	7.9	20.9	6.6	8.5	3.0	201	258	30.7	45/49	1540	31.12.14
RS3 S'Back	155	4.1	10.3	3.7	7.7	2.8	362	343	34.2	26/37	1595	10.6.15
A4 4dr saloon/5	dr est	tate 🗲	**	**								
2.0 TDI SE	134	9.7	29.4	11.3	9.7	2.6	141	236	32.7	38/48	1605	20.2.08
RS4	174	4.4	10.3	3.9	7.7	2.9	444	317	28.9	20/32	1795	17.10.12
A5 2dr coupé/ca	briole	t * 7	***	☆								
3.0 TDI quattro	155	6.4	16.6	5.9	8.0	2.7	237	368	35.7	32/43	1755	25.7.07
3.0 TDI cabrio	153	7.1	20.2	6.6	*4.0	2.9	237	368	32.4	34/38	2035	12,9,09
RS5 4.2 V8	155	4.6	10.7	4.0	8.9	2.7	444	317	29.0	22/30	1855	27.10.10
A6 4dr saloon/5										,		
2.0 TDI SE	141		24.1			2.8	175	280	34.4	44/55	1675	4.5.11
3.0 TDI SE	155		20.3				201			34/46		19.10.11
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552			20/28		3.7.13
A7 Sportback 4d	r salc	on 🖈	**	k sh						,		
3.0 V6 TDI			18.7		*40	2.8	241	369	42.9	31/40	1940	9.2.11
A8 4dr saloon *				0.0				007		0., .0	.,	7.2.11
4.2 V8 TDI	155		13.0	54	*3.4	2.5	346	590	53.1	28/35	2130	16.6.10
TT 2dr * * * *		0.0	.0.0	0	0		0.0	0,0	0011	20,00		10.0.10
2.5 RS	155	4.7	11.4	44	4.8	2.6	335	332	27.4	24/33	1450	19.8.09
NEW TT 2dr **							000	002		2.,00		17.0.07
2.0 TFSI S-line			14 5	5.0	6.5	25	227	273	301	29/35	1305	26 11 14
Q3 5dr 4x4 ★★			11.5	5.0	0.5	L.J		LIJ	50.1	L// 55	1000	20.11.11
2.0 TDI SE	132		25.5	81	*11 5	27	175	280	35.8	33/46	1710	16.11.11
RS	155		12.6			2.8	306			32.4		1.1.14
Q5 5dr 4x4 ★★			12.0	1.5	0.0	2.0	500	510	JL. I	JL. 1	1033	1.1.11
2.0 TDI SE							440	250	20.0	29/37	1000	14.1.09
			342	10 2	qq	28						
	125	9.9	34.2	10.2	9.9	2.8	168	258	29.0	29/31	1000	14.1.07
Q7 5dr 4x4 ★ ★	125 ★☆	9.9 ☆								.,.		
Q7 5dr 4x4 ★ ★ 3.0 TDI SI	125 ★☆ 131	9.9 ☆ 8.6								23/30		
07 5dr 4x4 ★ ★ 3.0 TDI SI R8 2dr coupé ★	125 ★☆ 131 ★★	9.9 ☆ 8.6	25.0	8.3	*4.9	2.9	230	369	29.9	23/30	2325	16.8.06
Q7 5dr 4x4 ★ ★ 3.0 TDI SI	125 * \( \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \(	9.9 8.6 ★ 4.4		8.3 4.2	*4.9 6.7	2.9	230 414	369 317	29.9 24.0	.,.	2325 1560	16.8.06

BENTLE'											
CONTINENTAL											
GTC V8	187	4.5	10.8	3.9	*2.7	2.8	500	487 27.4	18/27	2470	4.4.12
GT	198	4.6	10.9	4.2	*2.4	2.5	567	516 34.9	7/15	2375	1.6.11
GT3-R	170	3.7	8.2	3.1	8.7	3.0	572	518 37.6	-/18	2195	8.7.15
<b>FLYING SPUR</b>	4dr sale	oon 🖈	**	<b>\$</b> \$							
W12	200	4.5	10.4	3.6	8.4	3.0	616	590 44.5	18/26	2475	7.8.13
<b>MULSANNE 4</b>	dr saloo	n ★ 🖯	***	☆							
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752 44.8	18/21	2745	21.9.11
BMW											

-2011											
1-SERIES 3dr/5											
116d ED Plus	124	10.2	30.0	10.0	17.3	-	114	199 37.7	54/60	1395	27.5.15
M135i	155	4.6	11.4	4.0	6.8	2.6	315	322 35.9	30/41	1545	14.11.12
2-SERIES 3dr c	oupé/	conve	rtible	**	***	7					
220d SE	143	7.8	20.9	7.3	8.8	2.9	181	280 39.6	46/62	1450	19.3.14
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295 34.5	50/53	1610	1.4.15
M235i	155	6.3	14.7	5.7	5.4	2.7	322	332 28.1	26/35	1530	23.4.14
2-SERIES ACTIV											
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243 40.4	42/56	1450	24.12.14
3-SERIES 4dr s	aloon/	/5dr e	state/	5dr h	atch	***	**				
22040	146	77	20.0	71	0.7	21	101	200 26 2	44 / 177	1525	22 2 12

330d Touring 155 5.5 14.2 5.1 8.8 2.6 255 413 45.2 43/54 1735 21.11.12

ı	Make	Tops	09-0	0-0	30-7	20-7	Braki	Powe	Torqu	Mph/	Mpg	Weigl	TEST	Make
ı	318d Sport GT					12.4	2.7	141	236	36.5	50/57	1615	17.7.13	MONDEO 4
	4-SERIES 3dr co													2.0 TDCi
	435i M Sport													
۱	M4	155	4.1	8.8	3.2				406	34.0	29/36	1585	9.7.14	
	5-SERIES 4dr sa													KUGA 5dr
	530d SE			16.1							36/46			
	520d SE Touri													
	ActiveHybrid5													
	M5						2.8	552	502	38.2	19/28	1975	29.12.11	
	6-SERIES 2dr co													GINET
	640d M Sport													
	650i cabrio	155	5.6	12.4	4.5	7.8	2.6	402	442	38.5	22/29	2085	6.4.11	2.0
	7-SERIES 4dr sa													·
۱	730d	153	6.9	17.7	6.4	*3.7	2.9	242	398	42.4	29/35	1915	3.12.08	HOND
۱	i3 5dr hatch *>	***	*											JAZZ 5dr h
	1.3 Range Extd	93	8.1	-	7.6	*4.9	3.4	168	184	- 2	94wh/r	m 1390	22.1.14	1.4 ES
	i8 2dr coupé ★	***	rte											<b>INSIGHT 5</b>
	i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14	1.3 IMA SE
	Z4 2dr convertil	ble ★	**	k 🕸										CR-Z 3dr h
	sDrive35i	155	5.1	12.3	4.2	*2.5	2.8	302	295	29.0	26/34	1615	10.6.09	CR-Z GT
	X1 5dr 4x4 ★★	**	☆											CIVIC 5dr h
	sDrive20d SE	127	8.2	23.6	7.9	10.8	2.7	174	258	35.1	40/52	1572	2.12.09	2.2 i-DTE(
	X3 5dr 4x4 **	**	☆											ACCORD 4
	xDrive20d SE	130	8.4	27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1.11	2.2 i-DTE(
	X4 5dr 4x4 **	**	☆											CR-V 5dr o
_	xDrive30d	145	5.9	16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8.14	2.2 i-DTE(
	X5 5dr 4x4 ★ ★	**	☆											-
_	xDrive M50d	155	5.7	15.3	5.2	9.5	2.9	376	546	40.5	28/34	2265	13.11.13	HYUN
0	M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15	
	X6 5dr 4x4 **	**	☆											1.0 SE
0	xDrive35d	147	7.3	21.2	7.1	*4.1	2.6	282	428	34.0	26/31	2275	11.6.08	i20 5dr hat
														1.4 SE
п	BUGATTI													:20 Edubal

	BUGATII												
	VEYRON 2dr co												
	Super Sport	268	2.6	5.0	1.7	5.9	2.6	1183	1106	40.6	12/18	1995	2.3.1
ı	CATERHA	١M											
	CSR 2dr roadst	er ★ 🖈	**	☆									
	CSR 260	143	4.1	9.8	3.1	4.4	3.3	260	200	22.8	24/26	570	11.10.0
	<b>SEVEN 2dr road</b>												
	Seven 160				8.7	7.6	4.8	80	79	16.7	39/45	490	20.11.13

CHEVIC												
CAMARO 2dr	coupé 🖈	**	<b>★☆</b>									
6.2 V8	155	5.6	12.4	4.5	12.2	2.7	426	419	43.3	23/29	1175	20.6.12
CORVETTE 2d												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CHRYSL	ED											
CHKIOL	-14											
300C 4dr sald	oon ★ 🖈	**	☆									
3 O Evecutiv	n 1//	72	211	7.5	*15	26	226	300	30 Q	30/31	20/10	20 9 15

CHEVROLET

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1.4 VTR+
                     114 10.8 41.9 11.0 14.4 2.9 94 100 20.9 39/48 - 9.12.09
                    133 7.6 41.9 7.1 10.0 2.7 154 177 29.8 36/45 1200 146 7.2 18.1 6.5 8.9 3.1 204 203 30.4 33/40 1215
1.6 THP 150
Racing
C4 5dr hatch *
2.0 HDI Excl. 129 8.5 25.2 7.9 9.2 3.15 148 251 34.2 43/49 1470 5.1.11 C4 CACTUS 5dr hatch ***
1.6 BlueHDi 100 114 11.8 41.2 11.7 7.2 2.9 99 187 36.1 47/62 1225 16.7.14
C5 4dr saloon ★★★☆
C5-4π saloon ★★★★☆
2.2 H Di 136 8.7 25.3 8.8 9.1 2.9 171 273 34.5 38/44 1951 9.4.08

DS5 5dr hatch ★★★☆
2.0 H Di 160 134 9.1 26.5 8.7 11.0 2.9 161 251 40.1 42/55 1660 18.4.12

BERLINGO 5dr MPV ★★★★☆
1.6 H Di 90 99 14.7 - 16.7 14.0 2.9 90 159 26.6 38/47 1580 8.10.08
```

DACIA												
SANDERO 5dr h												
1.2 75 Access	97	15.3	-	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
FERRARI												
458 2dr coupé	***	***										
458 Italia	202	3.3	7.0	2.4	5.7	2.3	562	398	-	17/20	1535	18.8.10
458 Speciale			6.8	2.3	5.4	2.5	597	398	-	17/na	1395	20.8.14
F12 2dr coupé 🗲	**	**										
F12 Berlinetta	211	3.0	6.5	2.3	5.4	2.2	731	509	29.7	13/18	1630	6.11.13
<b>CALIFORNIA 2d</b>	r conv	rertibl	e * *	**	☆							
California	193	3.9	9.2	3.2	6.6	2.5	453	357	25.9	15/24	1785	22.7.09

FIAI														
PANDA 5dr hatch ★★★★★														
1.2 Easy	102	14.6	-	15.3	19.9	3.0	68	75	22.2	39/49	1020	25.4.12		
4x4 TwinAir	103	14.6	-	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13		
500 3dr hatch	***	<b>*</b>												
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14		
500 TwinAir	108	11.7	-	13	15.3	3.3	84	107	22.9	35/39	1070	24.11.10		
FORD														
S-MAX 5dr MPV	**	**:	7											
2.0 Ecoboost	137	8.7	22.8	7.9	10.3	2.1	200	221	20.5	26/32	1810	28.4.10		
KA 3dr hatch *	**:	<b>☆☆</b>												

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1.2 Style+ 99 13.6 - 23.2 10.4 2.9 67 80 22.1 41/53 1020 252.09

B-MAX 5dr MPV ****
  B-MAX 5dr MPV ★ ★ ★ ★ ★ ↑

LOT Ecoboost 117 11.6 39.0 11.1 11.0 2.8 118 147 23.6 35/41 1345 02.1.13

FIESTA 3/5dr hatch ★ ★ ★ ★ ↑

1.4 Zetec 109 11.9 43.4 11.9 21.8 2.7 95 94 21.9 34/41 1090 15.10.08

ST-2 137 7.0 17.0 6.0 7.1 2.6 180 177 26.5 32/41 1163 155.13

FOCUS 5dr hatch ★ ★ ★ ★ ★
   GRAND C-MAX 5dr MPV *****

2.0 TDCI Tium 124 9.2 28.6 8.8 11.1 2.8 138 236 35.6 37/48 1705 171.1.10
  GRAND TOURNEO CONNECT 5dr MPV ★★★★

1.6 TDCi T'ium 103 13.2 - 13.9 19.1 2.9 114 236 26.7 40/45 1785 6.8.14
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Braking 60-0mph
                                                                     Apg test/touring
                                                                1ph/1000rpm
                                                     Power (bhp)
                                                                          Weight (kg)
                                    30-70mph
                    130 10.0 28.8 9.4 12.7 3.1 148 258 38 53/56 1597 14.1.15
    2.0 TDCi
           ORT 5dr off-roader **
    1.5 TDCi
                     99 14.3
                               - 15.2 14.4 2.7 89 151 28 39/48 1384 <u>3.9.14</u>
                    122 10.9 44.2 11.8 7.4 2.6 161 251 31.6 34/39 1707 13.3.13
    2.0 TDCi
         ER 5dr pick-up ★★★☆
DCi 109 10.8 35.7 10.7 9.8 3.2 197 347 32.4 28/35 2265 10.10.12
    GINETTA
                    140 6.3 17.2 6.1 8.3 3.6 175 140 22.6 28/- 880 5.10.11
JACE 5...
1.14 ES 113
1NSIGHT 5dr hatch *
                    113 10.7 35.2 10.7 14.3 3.2 99 94 20.5 35/43 1075 29.10.08
   1.3 IMA SE 113
CR-Z 3dr hatch **
                     113 11.7 - 11.8 *7.4 3.1 87+14 89+58 32.1 40/43 1240 18.3.09
```

(lb/ft)

	CIVIC 5dr hatch	**	<b>大大</b> 公	(									
.09	2.2 i-DTEC EX C	T135	8.3	24	7.9	12.2	-	148	258	38.7	38/55	1480	11.1.12
	<b>ACCORD</b> 4dr sale	on 🖈	**	<b>★☆</b>									
.11	2.2 i-DTEC EX C	T131	9.5	27.1	9.1	9.8	2.9	148	258	34.2	39/47	1630	14.5.08
	CR-V 5dr off-roa	der ★	**	<b>★☆</b>									
1.14	2.2 i-DTEC EX	118	9.7	31.3	9.9	5.9	2.5	148	258	32.4	36/45	1806	24.10.12
.13	HYUNDAI												
.15	i10 5dr hatch ★	**1	₹\$										
	1.0 SE			-	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
.08	i20 5dr hatch *	**	<b>★☆</b>										
_	1.4 SE i30 5dr hatch ★	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
	i30 5dr hatch *	**	k*										
_	1.6 CRDi Active	115	11.7	38.3	11.5	14.8	2.8	109	192	22.5	49/60	1360	14.3.12
1.11	i40 5dr estate 🖈	**	<b>☆☆</b>										
_	1.7 CRDi	118	12.2	41.4	12.5	12.3	2.9	114	192	29.4	44/51	1555	7.9.11
	1.7 CRDi iX35 5dr SUV *												
	2.0 Premium	112	10.9	40.9	11.1	9.2	2.9	134	236	29.1	36/44	1695	17.3.10
).05	SANTA FE 5dr SI	JV ★	**	<b>★☆</b>									

124 9.1 26.8 9 17.1 2.9 113+15 107+58 25.743/52 1198 14.4.10

	2.2 CKDI					*5.5	2.1	194	311	31.5	36/43	1940	19.9.12
3	<b>VELOSTER 4dr c</b>	oupé	**:	<b>★</b> ★☆									
	1.6 GDI	125	9.6	28.4	9.6	16.9	2.6	138	123	24.9	35/42	1230	18.1.12
ı													
Ε	INFINITI												
	Q50 5dr saloon	**1	<b>₹</b> ₩\$	7									
	2.2 Premium	143	8.7	25.0	8.7	5.1*	3.0	168	295	42.5	49/59	1750	5.2.14
	Q70 4dr saloon	***	<b>₹</b> ₩₩	7									
	2.2 Prm'm Tec	h137	9.6	28.6	9.6	15.8	3.2	168	295	40.8	39/45	1896	25.2.15

IACITAD

	F-TYPE 2dr conv											
	V8 S cabrio	186	4.0	9.4	3.4	8.0	2.8	488	460 46.8	19/29	1655	12.6.13
ı	V6 S coupé	171	4.9	12.1	4.2	12.7	2.7	375	339 36.2	24/33	1594	11.6.14
_	XF 4dr saloon/es	tate	**	**								
)	2.2 D	140	7.6	22.9	8.0	*4.8	2.9	197	332 46.3	39/46	1840	21.7.11
	3.0 Sportbrake	155	7.1	18.4	6.6	8.5	2.9	271	442 49.7	32/46	1875	31.10.12
)	XFR 5.0 V8	155	4.7	10.2	3.8	*2.1	2.6	503	461 36.3	20/25	1990	27.5.09
	XE 4dr saloon ★											
	R-Sport 2.0	147	7.6	19.0	6.9	13.3	2.7	197	206 33.8	30/49	1530	1.7.15
	XJ 4dr saloon *	**	<b>★☆</b>									
	3.0D LWB	155	6.3	16.5	6.6	*3.6	2.7	271	443 43.5	28/36	1960	9.6.10

3	CHEROKEE 5dr 4x4 ★★☆☆	
	<b>2.0140 4x4 Ltd</b> 117 12.3 43.4 13.0 13.8 2.7 138 258 34.7 39/43 1846	24.6.14
8		
	KIA	
2	PICANTO 5dr hatch ★★★★☆	
	4041 05 400 440 044 00 40 70 040 00/54 050	0.011

	1.0 '1'	95	13.8	-	14.9	24.4	3.2	68	70	21.3	33/54	950	3.8.11
3	<b>CARENS 5dr MP</b>	٧*,	***	☆									
	1.7 CRDi '2'	112	12.9	51.2	13.9	15.2	2.8	114	192	31.7	47/56	1581	29.5.13
ı	CEE'D 3/5dr hat	ch ★	**	k☆									
_	1.6 CRDi LS	117	10.6	34.1	10.3	9.6	2.5	113	188	28.6	39/49	1370	20.2.08
	RIO 5dr hatch *	**	<b>★☆</b>										
_	1.4i '2'	114	11.4	39.1	11.5	19.1	3.0	107	101	23.3	40/50	1155	14.9.11
ı	<b>OPTIMA 4dr salo</b>												
Г	2 1.7 CRDi	125	10.5	35.4	10.4	10.6	3.2	134	239	31.9	41/46	1535	8.2.12
١	SPORTAGE 5dr 4												
E	2.0 CRDi F.E.				11.3	12.2	3.0	134	236	33.6	35/39	1635	11.8.10
	SORENTO 5dr 4												
	2.2 CRDi KX-4	128	9.3	28.6	9.4	*5.7	-	197	325	35.2	35/39	1953	8.4.15

2.7.09	LAND RO												
	<b>DEFENDER 3/5</b>	dr 4x4	4 <del>*</del> *	**	<b>☆</b>								
	90 XS 2.4D						3.5	121	265	26.2	19/28	1889	11.4.07
	DISCOVERY SP	ORT 5	dr 4x4	1 **	**	☆							
	HSE Luxury				9.0	11.8	2.4	188	310	47.2	34/37	1863	18.3.15
7.4.13	DISCOVERY 5di	4x4	***	**									
	TDV6 HSE	109	12.2	42.8	13.0	7.9	3.4	193	328	36.6	17/24	2718	16.11.04
6.2.14	RANGE ROVER	5dr 4x	(4 ★	***	rde -								
.11.10	4.4 SDV8							334	516	41.8	25/35	2625	12.12.12
	RANGE ROVER	EVOQL	JE 5d	r 4x4	**	<b>★★☆</b>							
	2.2 DS4						3.1	187	310	37.3	30/36	1815	13.7.11
	RANGE ROVER	SPORT	5dr 4	4x4 🖈	**	**							
8.4.10	3.0 TDV6	130	7.8	22.5	7.5	12.2	3.1	255	442	43.1	33/42	2115	2.10.13
	SVR	162	4.4	10.3	3.8	12.6	2.6	542	502	41.8	22/19	2335	15.4.15
5200													

LEAUS												
IS 4dr saloon	***	44										
IS300h	143	8.1	20.2	7.3	*4.3	2.7	220	163	-	39/48	1720	21.8.13
CT200H 5dr ha	atch ★	**	<b>☆☆</b>									
SE-L	112	11.1	37.2	11.4	*7.0	2.7	1341	05/15	3 –	46/52	1450	23.3.11
GS 4dr saloon												
GS250	144	9.2	26.0	9.0	16.2	2.9	207	187	34.4	26/32	1695	1.8.12
NX 5dr 4x4 *	***	*										
300h	112	9.7	30.4	9.1	*5.6	2.7	194	na	-	32/38	1905	1.10.14
RCF 2dr coupé	***	r##										
RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15

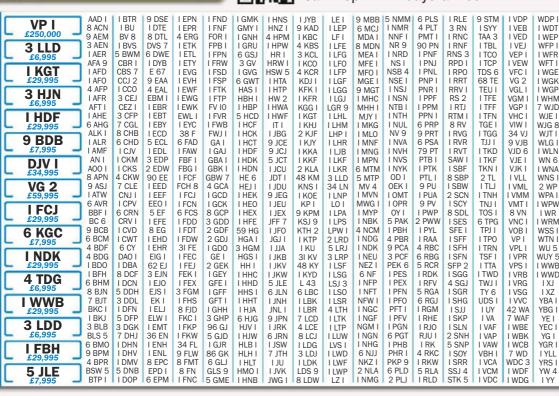
Make and Model Top speed O-60mph 30-70mph 50-70mph Fower (bhp) Torque (lb/ft) Mph/1000mm Mpg test/Rouring Weight (kg) TEST DATE Make and Model Make and Model O-60mph O-100mph Top speed O-60mph Top speed Top speed Top speed Make and Model TeST DATE Torque (lb/ft) Weight(kg) Torque (lb/ft) Weight(kg) Torque (lb/ft)	Make and Model Top speed 0-60mph 0-100mph 30-70mph Fo-70mph Torque (lb/ft) Mph/1000pm Mpg test/fouring Weight (kg)
LOTUS NISSAN	YETI 5dr SUV ★★★☆
ELISE 2dr roadster ★★★☆☆ 1.6 127 6.7 21.1 7.1 14.3 2.9 134 118 24.7 39/42 900 265.10  EVORA 2dr coupé ★★★★☆ NOTE 5dr hatch ★★★★☆ NOTE 5dr hatch ★★★★☆	2.0 TD1140 119 10.7 39.1 11.2 12.3 2.7 138 236 34.5 36/46 1545 7.10.09  SUBARU
Evora 2+2 162 5.4 13.0 4.7 8.2 2.3 276 258 27.8 24/33 1382 26.8.09 1.2 Acenta Prm 106 12.6 − 13.4 20.3 2.9 79 81 21.8 42/54 1036 9.10.13 Evora S 2+0 172 4.5 11.3 4.0 6.8 2.4 345 295 34.8 21/26 1430 30.3.11 PULSAR 5dr hatch ★★★☆☆	XV 5dr hatch ★★☆☆ 2.0D SE 120 8.9 29.1 9.5 10.1 2.7 145 258 34.7 39/51 1465 21.3.12
Exige S 170 4.1 9.6 3.7 5.5 2.5 345 295 27 21/30 1176 3.4.13 JUKE 5dr hatch ★★★☆ Acenta 1.6 111 10.3 41.6 9.9 12.7 3.0 115 117 19.5 36/46 1230 3.11.10	FORESTER 3/5dr hatch ★★☆☆ 2.0d XC 118 9.9 36.5 10.5 11.0 2.9 145 258 33.0 41/49 1540 56.13 WRX 4dr saloon ★★☆☆
MASERAT	STIType UK 159 5.4 13.3 5.1 9.4 2.8 296 300 27.6 23/31 1534 25.6.14
GRANCABRIO 2dr open ★★★☆       Leaf       91       10.9       −       11.4       7.3       2.8       107       207       8.76 320Wh/m 1545       27.4.11         4.7 V8       175       5.1       11.9       4.5       11.2       2.4       433       362       32.1       17/22       2085       147.10       QASHQAI 5dr hatch ★★★★★	ALTO 5dr hatch ★★★★☆ 1.0 SZ3 96 11.5 - 12.9 20.7 2.8 67 66 21.9 50/69 885 22.4.09
Diesel 155 6.5 17.2 6.0 5.1 2.7 271 443 43.3 31/40 1835 12.3.14 X-TRAIL 5dr hatch ★★★★☆	SWIFT 3/5dr hatch ★★★★☆ 1.2 SZ4 103 11.6 37.2 11.1 18.7 3.0 93 87 21.5 43/47 1010 15.9.10 CELERIO 5dr hatch ★★★★☆
MAZDA     370Z 2dr coupé ★★★☆       2 5dr hatch ★★★☆     370Z     155     5.4     12.8     4.7     9.9     2.4     326     270     30.5     26/34     1508     297.09	1.0 SZ4 96 12.9 − 14.3 25.0 3.0 67 66 22.4 54/57 835 25.3.15 SX4 S-CROSS 5dr hatch ★★★☆☆
<b>2.2 SE-L</b> 130 9.0 26.6 9.1 9.9 3.0 148 280 29.7 46/60 1470 4.12.13	1.6 DDIS SZ4 111 10.0 32.6 10.1 8.9 2.57 118 236 35.1 57/67 1290 30.10.13 VITARA 5dr hatch ★★★★☆ 1.6 SZ5 112 9.5 29.8 9.5 15.5 - 118 115 24.3 49/47 1075 29.4.15
55dr MPV ★★★☆ 1.6D Sport 111 12.5 - 13.4 11.1 2.9 113 199 31.3 35/40 1555 162.11 6 4dr saloon/5dr estate ★★★★☆ M600 2rcs 3.5 6.8 2.5 4.7 2.45 650 604 29.9 18/25 1305 14.10.09	TESLA MODEL 5 5dr hatch ** * * * *
2.2 Sport Nav 139 7.9 21.2 7.1 7.9 2.7 173 309 35 44/56 1480 23.1.13 CX-3 5dr hatch 大大大文	Performance 130 4.7 11.7 3.7 2.2 2.7 416 443 8.7 411Wh/m 2108 11.9.13
1.50 SE-L Nav 110 10.3 34.7 10.3 10.3 − 104 199 34.8 59/60 1275 22.715 208 3/5dr hatch ★★★☆☆  CX-5 5dr hatch ★★★☆☆  1.2 VTI Active 109 14.2 − 14.5 9.1 2.9 81 87 21.2 41/45 1080 18.7.12  2.2 Sport Nav 126 9.4 28.0 9.1 9.7 2.3 148 280 34.9 24/55 1575 13.6.12 6Ti 30th 143 6.5 16.1 5.8 6.7 2.9 205 221 25.6 41/42 1160 11.2.15	10/VOTA AYGO 5dr hatchback ★★★☆ 1.0 VVT 99 13.9 − 15.2 24.1 3.0 68 70 22.5 49/63 900 27.14
308 3/5dr hatch ★★★★  1.6 e-HDI 115 118 10.1 32.6 10.4 13.9 3.0 114 199 38.5 48/59 1395 15.1.14	YARIS 5dr hatchback       ★★★☆         1.33 TR       114       11.5       43.6       10.9       19.6       2.9       98       92       23.7       42/51       1065       28.9.11
650S 2dr coupe/moadster ★★★★  3.8 V8 Spider 204 3.2 6.3 2.2 5.9 2.5 641 500 35.4 18/24 1468 307.13  P1 2dr coupé ★★★★★  2008 Mini SUV ★★★★★  2008 Mini SUV ★★★★★	VERSO-5 5dr hatchback ★★☆☆ 1.3 T Spirit 106 12.1 38.5 11.7 19.2 2.9 98 92 21.7 39/48 1125 93.11  GT86 3dr coupé ★★★★
3008 5dr hatch ★★★☆☆	2.0 manual 140 7.4 18.8 6.8 10.6 2.6 197 151 23.5 30/45 1235 47.12 AURIS 3/5dr hatch ★★★☆ 1.6 T Spirit 117 9.9 30.7 9.4 13.4 2.7 122 116 20.0 30/37 1275 17.107
C63 4dr saloon ★★★★       Hybrid4       118 9.0 31.6 8.9 8.6 2.6 161+36221+14832.7 41/49 1790 25.1.12         C63       155 4.4 9.7 3.4 7.5 2.7 469 479 38.1 19/25 1715 36.15       5008 5dr MPV ★★★★☆	1.6 T Spirit 117 9.9 30.7 9.4 13.4 2.7 122 116 20.0 30/37 1275 17.107 PRIUS 5dr hatch ★★★★★ T Spirit 112 10.9 35.0 10.9 *6.6 2.9 98+80 105+153 - 48/56 1415 87.09
GT 2dr coupé ★★★★☆ S 193 3.6 7.8 2.8 5.5 2.5 503 479 34.7 20/29 1715 29.15  RTHP 270 155 6.8 15.3 5.5 5.8 3.0 266 243 24.2 36/44 1355 122.14	LAND CRUISER V8 5dr 4x4 ★★★★★ 4.5 D-4D 130 8.6 27.5 9.1 *5.4 3.0 282 479 40.3 18/20 2880 30.1.08
MERCEDES-BENZ A-CLASS 5dr hatch ★★★★☆ PORSCHE	VAUXHALL ADAM 5dr hatch ★★★☆☆
AZO0 CDI Sport 130 8.9 28.3 9.0 10.1 2.5 134 221 37.1 48/58 1475 7.11.12 BOXSTER 2dr convertible ★★★★ AZON CDI Sport 130 8.9 28.3 9.0 10.1 2.5 134 221 37.1 48/58 1475 7.11.12 BOXSTER 2dr convertible ★★★★★ AZON CDI Sport 130 8.9 28.3 9.0 10.1 2.5 134 221 37.1 48/58 1475 7.11.12 BOXSTER 2dr convertible ★★★★★ AZON CDI Sport 130 8.9 28.3 9.0 10.1 2.5 134 221 37.1 48/58 1475 7.11.12 8.3 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5	1.2.JamecoFLEX103 14.3 − 15.3 20.8 2.8 68 85 21.8 39/45 1086 62.13 VIVA 5dr hatch ★★★☆ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑
B200 CDI Sport130 9.4 28.8 9.6 11.9 2.7 134 221 37.8 20/52 1495 29.2.12 2.7 165 5.9 13.6 5.1 8.2 2.7 271 214 23.9 29/34 1385 24.4.13 C-CLASS 4dr ★★★★☆ 911 2dr coupé ★★★★★	CORSA 3/5dr ★★★☆ 1.4T SRi VX-Line115 11.7 45.1 12.1 15.3 2.9 99 148 34.8 37/42 1176 19.11.14
NEW C-CLASS 4dr ★★★★☆ Turbo S 197 3.0 7.1 2.6 6.8 2.6 552 553 37.9 20/31 1605 8.1.14	VXR 143 7.2 18.3 6.4 7.8 2.4 202 181 23.8 29/34 1280 6.5.15  MERIVA 5dr MPV ★★★★☆  122 9.4 28.3 8.7 13.1 2.6 138 148 25.5 31/37 1465 26.10
CLA 4dr coupé ★★★☆☆ 220 CDI Sport 143 8.3 23.1 8.0 4.8 2.9 168 258 37.3 44/54 1525 266.13 SLK 2dr cc ★★★☆☆ PANAMERA 5dr hatch ★★★☆☆ PANAMERA 5dr hatch ★★★☆☆	ASTRA 3/5dr hatch ★★★★☆ GTC 1.6 Turbo 137 8.8 24.3 8.2 13.4 2.7 178 170 28.3 31/38 1465 23.11.11 2.0 VXR 155 6.4 16.5 6.0 7.0 2.8 276 295 27.6 27/33 1565 25.112
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E250 CDI auto 149 7.7 20.3 7.4 *4.4 2.9 201 367 34.8 36/42 1780 246.09 Turbo 165 4.7 11.8 4.3 7.9 2.4 394 406 35.7 22/31 2000 46.14 E350 CDI estatei 49 6.9 19.2 6.9 *4.0 2.9 228 398 38.9 29/36 1995 172.10 CAYENNE 5dr 4x4 ★★★★☆ E250 CGI cab 155 7.4 19.6 7.5 4.5 2.4 201 229 30.0 26/36 1745 14.410 Hybrid 150 6.0 16.6 6.0 *3.6 2.5 374 324 37.8 26/29 2315 236.10	ZAFIRA TOURER 50# ★★★★☆ 2.0 CDTI 165 129 10.4 36.8 10.2 14.3 3.2 163 258 37.7 38/46 1805 15.2.12
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AF04 AMY	£800.00	15 FYF	£5880.00	NJZ 1860	£300.00	T6 TEU £650.00
38 BGW	£2490.00	Y81 GGS	£1075.00	NNR 930	£1800.00	W888 TOY £575.00
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T1 DCF	£1750.00	LR10 LYN	£1225.00	<b>W31 RMW</b>	£995.00	14 WRA £2195.00
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# 180mph in a Chevrolet **Corvette** 25 July 2001



dvertising claims are all well and good, but do they stand up to close scrutiny? In 2001, then senior road tester Ben Whitworth set out to prove it in Chevrolet's Corvette C5.

"GM's latest Chevrolet Corvette advert is a shot of a 'Vette convertible that says 'American Beauty £37,999'. Beneath it is a brieflist of stats, the most eye-catching reading 'Awesome maximum of 176mph, where permitted'," he wrote.

Hence he found himself collecting photographer Tim Wren at 4.30am on a Saturday and heading towards the Channel Tunnel in the latest Corvette.

"As we leave Calais and head for Belgium, I give the 339bhp, 5.7-litre V8 a prod," wrote Whitworth. "Bit like poking a hornets' nest, really. The car flies, squatting back on its rear tyres and catapulting down the road with venom.

"The chugga-chugga low-rev soundtrack is replaced by a serrated crackle from the small-block eight that makes you dive for the redline at every opportunity. Dig into three-figure speeds and the 'Vette rockets along."

Although the Corvette's engine was evocative, other aspects of the American

# 'At 170mph the engine almost drowns out the tyre roar, but it's the wind shrieking around the fabric roof that has us wincing

muscle car proved less enthralling.

"Flicking on the cruise control gives me time to study the cabin. It's not good. If God is in the details, then the Corvette is Satan in a shiny red suit," he wrote.

"As we leave France and rocket into Belgium, the roads deteriorate, as does the already poor ride quality. The suspension on the big American seems incapable of sponging away intrusions."

When the duo arrived in Germany, they spent the rest of Saturday shooting the car and recceing the autobahn to find a straight section for the following day's run. The ideal spot was found just outside Trier, between kilometre

markers 252 and 253 on the A48.

The next day they return, accelerating the Corvette up to 5000rpm in top gear. "As I gun the Corvette in the cool early morning air, Wren starts snapping at the steadily ascending speedometer needle," described Whitworth.

"When it hits an indicated 170mph, he readies his stopwatch. The noise is deafening. The engine, barking like a rabid Cerberus, almost drowns out the tyre roar from the Goodyear Eagle F1s, but it's the wind shrieking around the fabric roof that has us wincing.

"The digital head-up display reads 190mph before I yell at Wren to start the clock. My senses are overloaded.

"The mechanical cacophony, the heat seeping into the footwell, the odour of hot metal, the coppery taste of fear in my mouth - all vie for my attention as I concentrate on keeping the bucking and bellowing Corvette in a straight line.

"Moments later, Wren scrawls '12.4sec' in my notebook. As I come off the power and slow the pinking Corvette down to an easy 100mph, Wren punches the figures into a calculator: 180mph, bang on. Faster than advertised."

# **AUTOCAR**

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Autocar is published by Haymarket Consumer Media Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK haymarketgroup.com Tel+44 (0)20 8267 5000

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